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There are some pictures you just cannot resist. You'll see this Maudslay Mustang twin-steer, KWO 589 (Monmouthshire, 1952), fleet no 644 in the Girling fleet, in our Scenes Past and Tailscene features, but this is a great shot of it entering the company's Cwmbran, South Wales factory. Notice the second man in the cab, as it's pulling a draw-bar trailer, and the smartly-uniformed security man on the gate, checking the occupants of the Standard Vanguard Phase II saloon just leaving, not to mention the housing in the background. It rather sums up the scene in the 1950s. (CHC abe959)

Welcome to the June 2017 issue. It never ceases to surprise me how quickly the months seem to pass and we're so well into the new year's rally season. Let's hope the generally dry conditions we've been enjoying for some time continue, so we don't have the problems with rally fields which sometimes give organisers an extra headache they don't need. So far, there doesn't seem to have been any lack of participants or spectators, and let's hope this happy situation also continues. I wonder how many new restorations will appear this year to excite us all?

On a different note, looking through the contents of this particular issue, I was struck by the amount of social history which the articles cover. There is a wide range of allied subjects, like the development of the fire service, as well as its vehicles; the contribution of transport to support the circus; how coal was provided for power and so on to the West Country from the North-east; safety issues – which will never go away – but it's interesting to see how attitudes have changed over time; London scenes, from not so long ago, it seems to me, but 40 years would be more than a lifetime to young people – these have changed in so many ways, but are still quite recognisable; perhaps above all, our Scenes Past feature, in which we cannot discuss the vehicles run by two different own account fleets, without considering the companies' transport requirements, notably since they both had factories in Wales, in addition to London and Scotland in one case and the

West Midlands in the other, more or less all gone now, as the products are all imported from somewhere or other...

Like it or not, transport is central to the very fabric of the country's economy and society. We all – increasingly, it seems – need to move about and the things we produce or consume have to be moved as well. And, dependent on the distance involved, the weight and bulk of the goods, transport could be by rail, sea or air, but as a general rule, it is mainly road transport that everyone relies on for the movement of goods, as well as passengers.

Here in Vintage Roadscene, our main aim might be to look at the vehicles of the past, with the emphasis on commercial vehicles, and mainly goods vehicles, but I think we have to look at them in the context of the landscape, both urban and rural, through which they moved, as well as looking at the wider context of why they were being used for the jobs they did and maybe to think about that in relation to today.

All of that might be a long-winded way of saying that this issue covers more than just lorries, vans, buses and cars, but taking the wider view is not only interesting, in my opinion, but is an important part of showing the historical significance of the transport industry as it used to be. I find that I'm often discussing why the lorries we love were used for what they did, as much as the details of the vehicles themselves.

Coming full-circle to the vehicle rallies we all enjoy, it's always interesting to see lorries with reproduction loads, showing what they were used for, and older vehicles alongside newer ones, showing the development

and difference in size, for example. There's an educational role to be filled here, to let the younger generation know what it used to be all about and show those who might not feel so positive about transport as we do (Why can't they put the goods on the railways? We don't want big lorries in our town centre, and so on...) just how much they owe to lorries and their drivers and operators. I'm not one for the 'interactive' stuff we seem to bombard kids with these days – why can't they read a book or magazine, like I did? But they might be able to learn from seeing the lorries that somebody's grandad used to drive at a rally and maybe think about what it was used for. Sorry if that's all a bit heavy-going, but there's a lot behind our passion for old lorries...

## ON THE COVER...



Also in this month's Scenes Past, we feature the vehicles of Hoover, which also had a factory in Merthyr Tydfil, South Wales, so we have the 'own account' fleets of two well-known names, seen in the 1950s, when Britain's industry was still going great guns and companies ran their own vehicles to delivery their products. (CHC aay214)

# THE BIG BEDFORD FIRE ENGINE

*Ron Henderson looks at fire appliances based on the Bedford 'S' Type chassis.*



## BEDFORD

Examples of modern bodywork mounted on the Big Bedford Fire Appliance Chassis

## FIRE APPLIANCES

**Above:** An advertisement of the day, showing an artist's representation the Big Bedford water tender. Apart from the solid locker covers and full height cab doors, the drawing is representative of the prototype Miles machine.

**P**rior to World War II, Vauxhall Motors produced goods vehicle chassis that could be adapted for fire-fighting purposes, and examples were sold in limited numbers, amid intense competition from the established fire engineering companies, Dennis, Leyland and Merryweather.

As the threat of a second World War loomed in the late 1930s, Vauxhall secured several orders from the government, to supply chassis for heavy pumping units, to create a series of standard fire engines. While Britain was at war, all fire engine production ceased, except for those built to government order.

When peace returned, a whole range of new vehicles was developed and, in the case



**Above:** The prototype Big Bedford fire engine, a 400 gallon water tender Type B, with built-in main pump, was bodied by Alfred Miles & Sons of Cheltenham. Equipped with a 35 ft extension ladder, it was a very futuristic machine for its era. After a period as a demonstrator, it was incorporated into Vauxhall Motors' own internal fire brigade fleet.



**Above:** Hampshire Car Bodies also exhibited a Big Bedford at the Blackpool conference. Lincolnshire-Lindsey and Berkshire & Reading Fire Brigades were the first customers. This is the first Berkshire & Reading Fire Brigade's HCB Water tender, pictured in 1967, while operating from Newbury. (J C Thompson)

of Vauxhall Motors, it was the 'Big' Bedford S series that became one of the most popular marques of goods vehicle suitable for a wide range of applications. Conversions suitable for fire-fighting duties were no exception.

In June 1952, four complete examples of Vauxhall's new range of Big Bedford fire engines were unveiled to the public, at the Chief Fire Officers Association/Institute of Fire Engineers conference at Blackpool. Designed to conform to Home Office specifications, the standard fire engine chassis was based on a 13ft wheelbase full forward control Bedford SLC 7 ton goods vehicle chassis, fitted with Bedford's long life six cylinder overhead valve petrol engine, developing 115 brake horse power at 3,200 rpm.

A Vauxhall-engineered transfer box for a power take-off was fitted, to supply drive to a pump. Double-acting shock absorbers were fitted front and rear, together with a Bray heater, SU electric fuel pump system, in addition to the standard AC mechanical pump, and also a second ignition coil with change-over switch.

Alfred Miles & Sons of Cheltenham was appointed to build the first new Home Office-approved Big Bedford fire engine, which was built to the same standard design as the company's earlier Commer-based appliances. In common with Miles other designs, it was constructed entirely of aluminium alloy, being built in two separate modules, to allow for a fully floating cab and body, for travelling over rough terrain.

The commodious six-man cab featured

jack-knife doors that opened inwards, while the panoramic quarter light windows and narrow pillars provided the best visibility of any enclosed fire engine yet produced.

The rear body contained four large lockers, with roller-shutter covers, so nothing protruded from the sides of the body when the machine was working or the crew was accessing equipment. Twin hose reels, each with 180ft of tubing, were carried in side lockers, supplied by a 400 gallon water tank. A Dennis No 2 main pump, with a capacity of 500 gallons per minute, was mounted

at the rear. At a gross vehicle weight of just over eight tons, the maximum speed in top gear was 57.5 mph, while the vehicle would accelerate to a speed of 40 mph in 34.6 seconds.

Following this pioneering Miles design, several other coachbuilders quickly increased their product ranges and produced fire engines on the Big Bedford chassis. By the time of the Blackpool conference, four appliances were available for inspection at the North Shore Garage & Motor Works' Imperial Garage premises



**Above:** A variation of the new range of Bedford fire engines that was exhibited at Blackpool was this short wheel base SB appliance, equipped with a 50 ft wheeled escape ladder. Bodied by Wilsdon of Solihull, to a design drawn up by Birmingham Fire Brigade's transport engineer, 27 of the type were commissioned by the city's fire brigade.



**Above:** This example, with low-slung bells, was a Type A water tender, without a PTO-driven main pump. Instead, an extended platform at the rear accommodated a Coventry Climax demountable pump. Built by Martin Walter of Folkestone, it was the only one built to this design. Vauxhall Motors also retained this one for its works fire brigade.

at Dickson Road. As well as the Miles water tender, Hampshire Car Bodies exhibited a water tender, while the Pyrene Company of London exhibited a foam tender.

The fourth example differed quite considerably, being constructed on a Bedford SB passenger chassis, with the normal 17ft 2ins wheelbase shortened to



**Above:** Carmichael & Sons of Worcester is the last of the original post-war fire engine coachbuilding firms still to be trading. This firm also adapted the Big Bedford chassis for its early post-war fire engine range. This is one of five delivered to Suffolk & Ipswich Fire Brigade in 1954, which still survives. (N Tarling)

**Above:** This is the Kenex design for a water tender, based on the Bedford S chassis. The design is derived from a Commer water tender previously delivered to Kent Fire Brigade. An artist has skilfully superimposed a Bedford front end on the original photograph. There is no evidence of such a vehicle having actually been completed for service with any British fire brigades.

12ft 6ins by Prestage Ltd, of Birmingham. Equipped to carry a 50 ft wheeled escape ladder, this appliance was built and exhibited by Wilsdon of Solihull.

The Big Bedford was an immediate success and, within a short time, fire engineering and coachbuilding concerns, such as Carmichael & Sons, Kenex Coachworks, Martin Walter and James Whitson Sales, were all offering a new range of appliances on the Bedford chassis. There were many other fire engines built on the Big Bedford chassis and these will be described in part 2.



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# BEFORE THEY JOINED THE CIRCUS

**Phil Moth** brings us a selection of vehicles pictured when in use with circus operators, as well as with their previous fleets.



Above, right and below: This AEC Mammoth Major Mk V eight-wheeler, VWN 670 (Swansea, 1959), was one of 12 which joined the fleet of Billy Smart's Circus for the 1967 season. At least nine of them were previously used by British Road Services, in a dark red and yellow livery on contract to Briton Ferry Steel in South Wales. This one is seen at its BRS depot ready for disposal. The dropside body was replaced in this case with a van body, to be used as a canteen – from which refreshments were sold at the final auction, as seen here. It also pulled an animal trailer between the circus grounds.



**W**e've all heard about the boy who ran away to join the circus. Well, here are some of the vehicle equivalents, lorries which would have been just as well-known in their original colours as they would become when they began a second career with one or other of the circus fleets.

One of the fascinations for enthusiasts is working out where the vehicles used by circus or fairground operators came from, which makes seeing these 'before and after' pictures all the more interesting.

In some cases, the bodywork has been changed to suit the new role, in others it's just a new paint job, while a few have had changes made to the chassis and other more involved



**Right and below:**  
Another Billy Smart's AEC Mk V eight-wheeler was YCY 438 (Swansea, 1960), which was also an ex-BRS/ Briton Ferry vehicle in which livery it is seen here. This was one of four fitted with a double-deck frame body, used to carry seating, as photographed beside the 'big top'.



conversions. Did they have to work harder for their new masters? In some cases the answer was probably yes, in others no, but most of them certainly were used for very different operations.

Most of the vehicles seen here can also be seen in our Road Transport Archive issue on Circus Transport, along with many more lorries, vans and buses working for their second and sometimes subsequent owners, but here we can compare they way they looked on the circus ground with their appearance on former operations.

Next time we'll look at some fairground vehicles alongside pictures of them with their original fleet owners, but meanwhile we'll let these pictures speak for themselves...



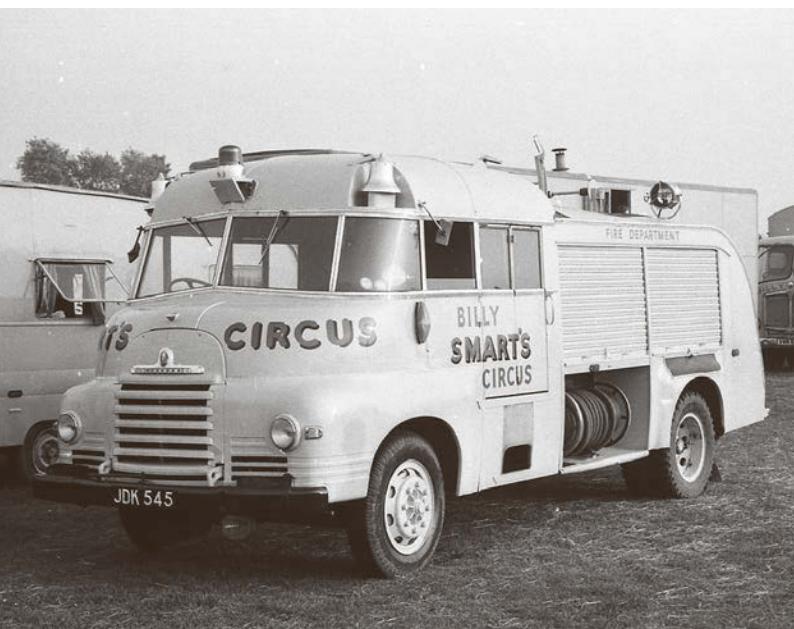
**Above:** This van, seen lettered for the American Circus in the late 1980s-early 1990s, but previously in use with Circus Hoffman for a while, was based on an Albion chassis, most likely a Victor bus chassis. Registered ABY 383G (London, 1968-9), the vehicle was originally built as the basis of a BBC outside broadcast unit.



**Above:** Although it looks rather like an ex-mobile library, this horsebox used by the Paulo's Circus show, registered UGJ 224F (London, 1967-8), was actually previously a BBC outside broadcast vehicle, based on a Bedford, probably an SB coach chassis.



**Above:** The advanced booking office trailer, used by the Billy Smart's Circus show, when it was revived in the 1990s was seen in our Road Haulage Archive issue, 'Circus Transport', with an older Bedford TK tractor unit. Here it is behind Bedford TL unit, GUV 301W (London, 1980), which was previously part of the London Transport service fleet, as seen here with a Crane Fruehauf single-axle low-loader trailer, on which a cement mixer is being loaded at a depot.



**Above:** Over the years, most of the larger circuses have run their own fire appliances, which would double-up as water tankers. This Miles-bodied Bedford, JDK 545 (Rochdale, 1951), was in the Billy Smart's fleet during the late 1960s. It was smartly repainted in the circus's livery, having previously been used by Rochdale Fire Brigade, as also seen here.



**Above:** Seen painted in a splendid multi-coloured livery during its later days with Gerry Cottle's Circus, this ex-Cardiff Corporation 1959 Daimler CVG6, SKG 357, with what looks like an East Lancs double-deck body, spent some years as living accommodation, rather than carrying elephants or giraffes as one or two buses did in France.



**Left and below:** Photographed in use with 'Gilbert & Paulo's Circus Adventure' with a single-axle dropside trailer, fitted with a ramp at the rear (and side-guards which, along with the website lettering, dates the scene to the last few years), this ERF E8-265, registered G149 CCF (Reading, 1989-90), was previously in the fleet of one of the supermarkets, as in the accompanying depot picture.



**Above:** A slightly earlier ERF, this time a B Series tractor unit, PPG 755R (Guildford, 1976), which originally pulled a tanker trailer for the Milk Marketing Board, but later served as a ballast tractor, with a van body containing a generator set, with Gerry Cottle's Circus. It looks as if a second axle was added at the rear as well.



**Above:** This Foden S40 six-wheeled unit, SDH 615W (Dudley, 1981), its protruding front panel suggesting a Gardner eight cylinder engine, was used by Sir Robert Fossett's Circus during the 1980s, with the elephant trailer, previously pulled by an Atkinson eight-wheeler. The Foden was previously used by a contractor, Allwood, with which it is seen coupled to a tri-axle low-loader trailer, looking somewhat over-loaded with a pre-cast concrete motorway bridge section. Perhaps for this vehicle, the work for the circus was easier than its former life.



**Left and below:** This Scammell Highwayman ballast tractor, SGV 943 (West Suffolk, 1961), appears to have had its wheelbase lengthened for its new role with Gerry Cottle's Circus, having previously been used by land drainage and ploughing contractors, H Waspe & Co, based at Cockfield, between Bury St Edmunds and Lavenham. It looks new in the picture, compared with the well-used draw-bar low-loader trailer.



**Above:** The well-known Scammell Contractor, VLH 434G (London, 1968-9), which was used for a number of years in several different colour schemes by Austen Brothers Circus, had previously been in the Pickfords heavy haulage fleet, latterly in the lighter blue livery, as seen here with a sheeted load on a multi-axle trailer.



**Above:** The advanced booking office for Robert Brothers Circus was based on this unusual-looking vehicle, which had been a mobile showroom for North Thames Gas. The trailer was pulled by a specially-bodied Morris FFK tractor unit 297 CXV, (London, 1962). This was recently restored by K & R Walsh of Manchester, as seen in *Heritage Commercials*, April 2017, and was previously believed to be based on a Seddon chassis.



**Above:** This Duple-bodied Thames 'Trooper' coach was in use with Gerry Cottle's Circus in 1979, as living accommodation in blue and white. Apart from some windows and chromework painted over, 924 DLK (London, 1963) was in much the same condition as when it was in use as a 41-seater PSV with the well-known operator, Lewis of Greenwich.



**Above:** By the looks of the 'TIR' plate on this White Road Commander 'COE' (forward control) tractor unit, YBK 390V (Portsmouth, 1979), was used on International haulage from the UK during the 1980s, by Rilstone Haulage of Seaford, for which its left hand drive would have been useful. By the 1990s, it was in the livery of the American Circus, and seen here with a Chipperfields Brothers Circus tri-axle box trailer. By this time, the tractor unit had an extra rear axle fitted, ahead of the drive axle.

# A Teign Full of Memories

**Allan Bedford** continues his look through a collection of pictures from the past, courtesy of John Slater, who worked at Teignmouth Docks for many years.

## Part 2

**A**llan was privileged recently to meet octogenarian, John Slater, who has amassed a large photographic collection, including some wonderful views of the working ports of Teignmouth and Exmouth, back in the 1950s and '60s. John is very happy to let us all share this glimpse of daily life during the time he worked there. Happily, Teignmouth retains its bustling port, while Exmouth is now a very exclusive residential harbour area.

In the last issue, Allan gave us a summary of Renwick Wilton & Dobson, the company which operated the docks at Teignmouth. This was originally set up to offer 'bunkering' services to passing shipping, with coal from the North-east, later brought in for the local power station and gasworks, for which the fleets of tipper lorries seen here were used for many years.

John Slater worked in the shipping office on the quay, and progressed to manage Renwick's activities in both Teignmouth and Exmouth docks, before moving on in 1969. By then, the company's coal interests were in decline, with Exmouth depot closing in 1969 and Teignmouth in 1972.

John recalls the companies, vehicles and drivers which visited the docks while he was



Above: A 1949 Devon-registered Austin K4, LTT 484, with a happy driver, is seen under the coal hopper which is being filled by the one ton grab.

there and photographed many of them, with the results seen in this series of articles. We have some colour pictures of some of these vehicles, which will form a further instalment of this feature in a future issue and there are pictures of others in the local area including taking part in a carnival parade.

### Budleigh Salterton Transport

This concern was acquired by Renwick's and continued to trade for a while, but the old fleet was soon replaced.

### Eggbeers

This famous Devon company from Newton Abbott is now owned by M Way & Son from South Molton.

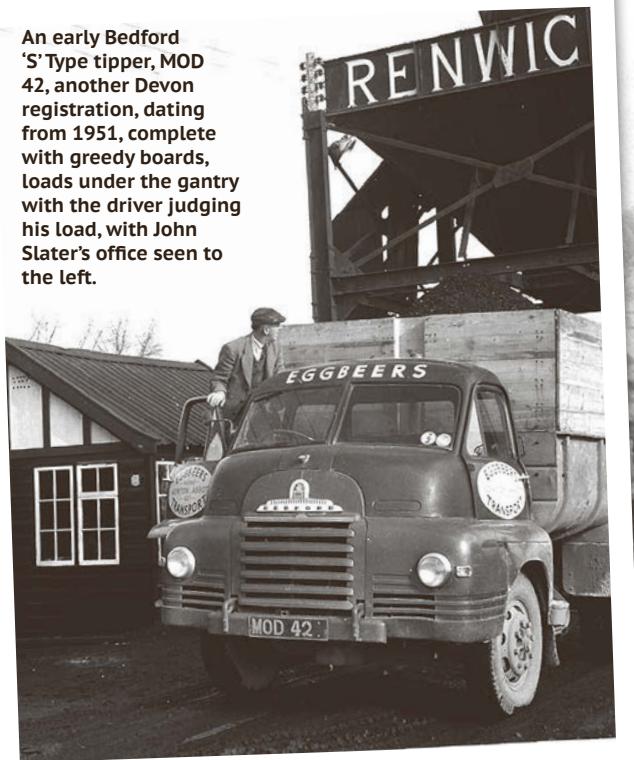


Left: The driver ties down the sheet over the load, ready to leave, on one of the replacement fleet, a TS3 diesel-powered Commer QX, VUO 98, a Devon registration dating from 1956.



Above: Another TS3-powered Commer, WTT 299, new in 1957 with the later style of grille slats, is well-loaded and is being sheeted before leaving.

An early Bedford 'S' Type tipper, MOD 42, another Devon registration, dating from 1951, complete with greedy boards, loads under the gantry with the driver judging his load, with John Slater's office seen to the left.



Right: A Perkins-powered Dodge Kew tipper, HCO 258 (Plymouth, 1952) is seen empty at Teignmouth Docks. The colours were chocolate and cream. These lorries were pushed hard to deliver twelve loads a day to the power station – real life 'Hell Drivers'!



## Purnell, Exeter

**Right:** Yet another Commer QX, 716 FUO of 1960, with the final style of grille, in the fleet of T B Purnell & Sons, of Exeter, with substantial greedy-boards on its tipper body, well-loaded with coal. Standing beside the QX is driver Bill Rogers, known as 'Budleigh Bill', having previously worked for Budleigh Salterton Transport. Renwick's 1961 Mini van, 473 KTT, also gets a look in.



**Above:** A 1961 Thames Trader six-wheeled tipper, 644 KTA, yet another Devon registration, discharges Ball Clay via a mobile flexible conveyer on to a ship in the docks.

## Watts, Blake & Bearne – trading as WBB Devon Clays Ltd.

This Newton Abbot based company was only dissolved in recent years and handled vast quantities of ball clay from the Bovey basin and china clay (kaolin) from Dartmoor Deposits.

**Right:** A line-up of three of the company's Thames Traders, including 644 KTA, plus 934 MOD and another, probably 933 MOD. These date from 1962 and sport the later style Trader grille, plus 'County' badges on the upper grille, showing which company did the six-wheeled conversion. It was found after a very short time that these vehicles struggled on the local hills, resulting in a load a day being lost. A number of them were soon disposed of and their replacements included a few Dennis lorries.



## Newton Coal Company

This company traded as a division of Renwicks and the vehicles were originally maroon in colour.



Above: The driver covers the load on VTT 870, a 1956 Commer, parked behind 1957 BMC 701, WTT 791. This one is also loaded, the driver is perhaps up-dating his logbook before putting the sheet over his load.



Above: The 1957 BMC 701 tipper is seen when new at Shaldon Ness. Where the picture was taken is now a large municipal car park.



Above: The driver covers the load on another Commer, YDV 878, dating from 1958.

## Renwick, Wilton & Dobson (later Renwicks)

The Renwicks Group originated in South Devon, acting as a coal agent for 'bunkering' passing shipping, adding its own fleet of vessels to bring the coal from the North-east. After the bunkering ceased in 1951, the company continued to land coal for local gas works and Newton Abbott power station. Renwicks carried on in the transport business for some time. (The Editor remembers seeing its pale yellow Atkinson Borderers on the motorways in the 1970s.)

Right: A 1954 Commer, ROD 737, without greedy boards fitted to its bulk tipper body, based at Kingsbridge and carrying the company's full title on the body side.





**Above:** The 1954 Commer is now seen fitted with greedy boards, adding another three cubic yards to the load, but without company title on the bodyside, loading under the hopper.



**Above:** The same 1954 Commer leaves the docks, kicking up the dust behind it.



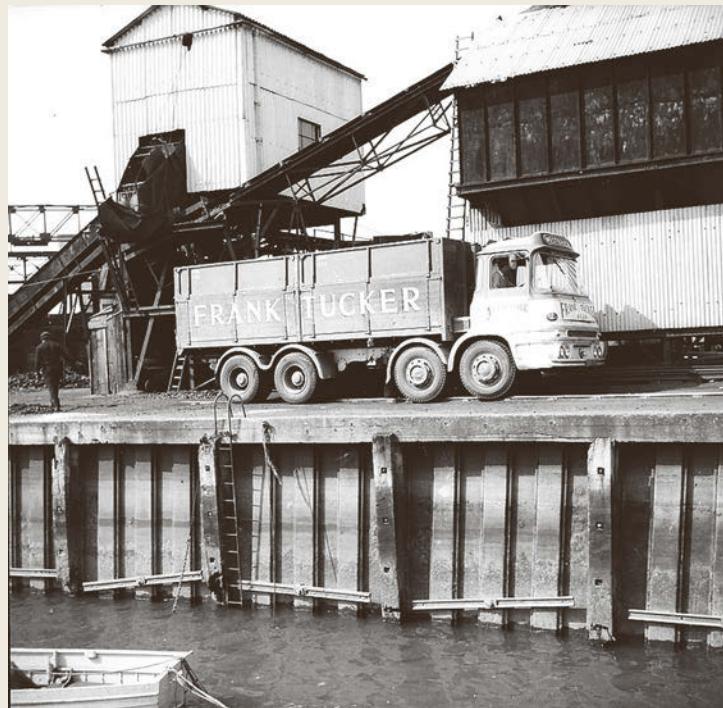
**Above:** A number of Bedford TK tippers arrived in 1964, including ATT 424B, which were based in Newton Abbot. John can be seen on the left in front of his wooden office, and the company's 1961 Mini van, 473 KTT, is also seen on the right. By this time a shade known as 'Renwick Yellow' had been adopted for the livery.

## Tuckers

Frank Tucker Transport was originally based in Heavitree, Exeter and was closely associated for many years with the Western Counties Brick Co. (Westbrick).

**Right:** A Dorset registered 1958 Austin 'FE', LDR 170, a wartime Bedford OWL and at least another wagon, wait their turn to be loaded from the waiting ship. The bricks are protected with layers of straw in the traditional manner. A Bedford A Type tipper can be glimpsed in the background, loaded with coal.





**Above:** John was also responsible for Renwicks activities at Exmouth Docks. A notable visitor there was this early Boalloy-cabbed ERF eight-wheeled LV/B68GX with a 20 ft tipper body, 600 FFJ. This vehicle was exhibited at the 1962 Commercial Motor Show.

## W L Vallance, Heathfield, Newton Abbott

Last time, we showed a number of different vehicles operated by this haulage company, which is still trading. Its tippers were regular visitors to Teignmouth Docks.



**Above:** This was Vallance's first Commer, a 1957 TS3-powered OX, VOD 55, its tipper body fitted with greedy boards, seen with the railway lines in the background. This lorry is reputed, when fully-loaded already, to have recovered an also fully-laden Mercury, when it was stuck on Haldon Hill, towing it back to Heathfield, prompting the purchase of ten more Commers. The later two-tone grey and blue livery on the cab looks very attractive.

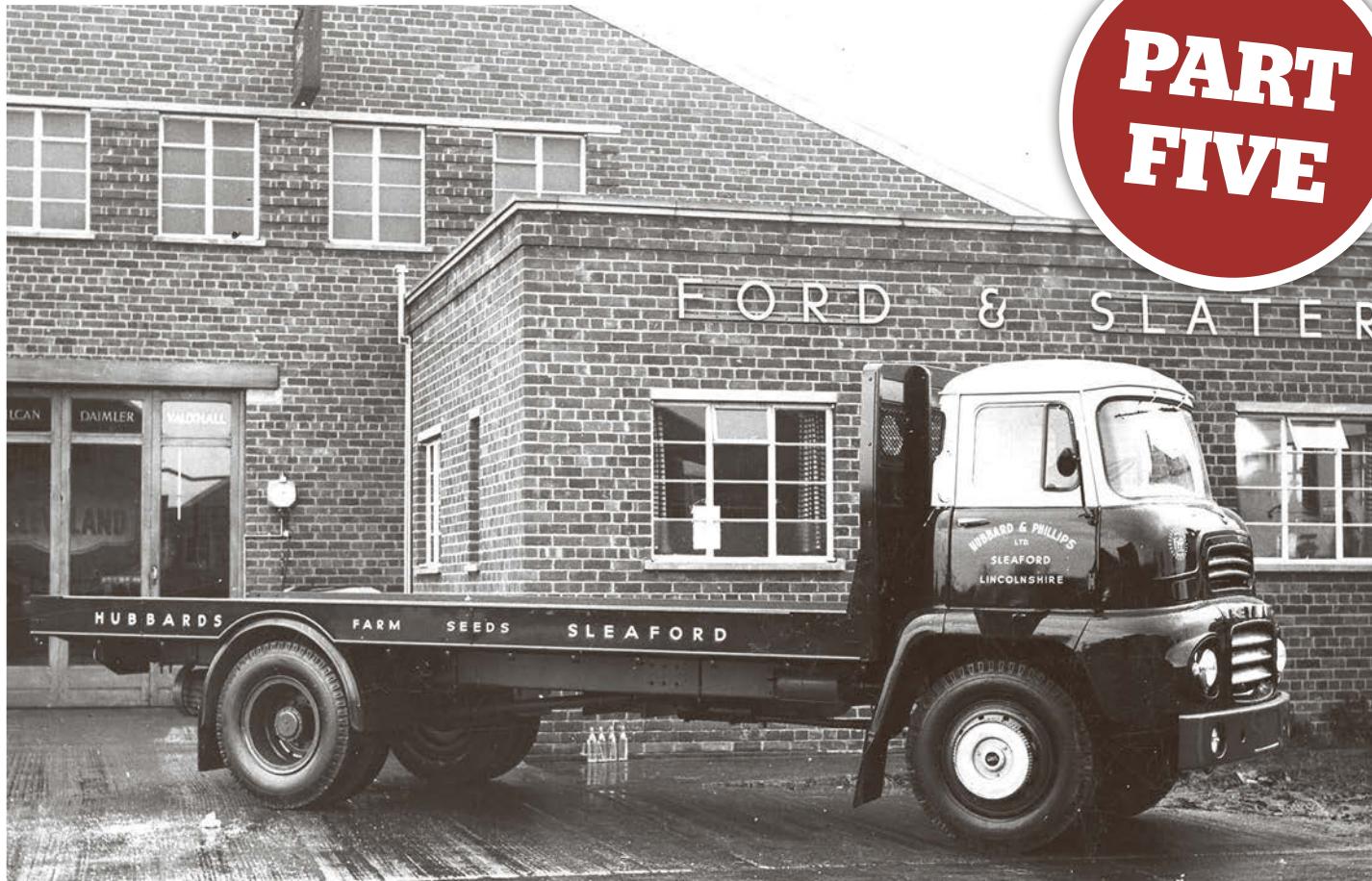


**Above:** A later Dodge 300 Series six-wheeler, BDV 753C of 1965, its tipper body fitted with the customary greedy boards, picking up coal from the docks. This vehicle, believed to be fleet no 100, was an exhibit at the Commercial motor Show, hence the additional brightwork.

# SUDDENLY IT'S 1965

## - and you're buying a two-axle lorry

**Phil Reed** looks back at the lorries that were available to operators in the mid-1960s.



**PART  
FIVE**

**Above:** The Leyland Comet fitted with the LAD cab continued to be available through 1965 and beyond to operators who preferred the traditional fixed cab. We saw several examples in the fleet of Charles Alexander of Aberdeen in the last issue.

**W**e start the last of this mini-series with Leyland. In 1965, this manufacturer was flying high – seemingly unable to do any wrong in either the UK or in its export truck markets. It had a huge range of models covering virtually every weight range – but

at the end of the 1950s, it had concentrated the bulk of its efforts on the 10+ ton gvw sector.

And, by the mid-1960s, this major manufacturer's principal contribution to the two-axle rigid truck sector could be summed up in one word – Comet. This model had, right from the its launch in 1947, been Leyland's

principal two-axle chassis. Along the way it had morphed from an all-bonneted range, with a Briggs-built cab – which was shared with the 'parrot-nosed' Dodge of 'Hell Drivers' fame and the Fordson ET6 plus, to a lesser extent I believe, certain Guy and Thorneycroft models.

Then the Comet range developed a split personality, with both bonneted and forward control models. By the early 1960s, the Comet range had evolved again, with the short door version of the LAD cab being the principal model – alongside a rarely seen in the UK normal control version – sporting an Airflow Streamline cab, also shared with Dodge and Commer.

Then, by the end of 1964, the Comet range changed again, with the launch of Super Comet models with the new Leyland Motor



**Left:** The first Leyland Comet was introduced at the end of the 1940s as a normal control 'middleweight' rigid.

**Right:** A typical example of the Ergomatic-cabbed Leyland Super Comet long wheelbase four-wheeler, dating from 1968.

**Below:** Another slightly later Super Comet tipper for a Liverpool operator. The 16 ton gvw lorry had a 401 engine, offering 138 bhp at 2600 rpm, with a five or nine-speed gearbox.



Corporation (LMC) Ergomatic tilt cab. This cab was introduced at the 1964 Commercial Vehicle Show, for AEC and Albion trucks, as well as Leyland models.

The new Ergomatic-cabbed Super Comet was not available in any quantity until late in 1965. Thus, the LAD-cabbed Comet soldiered on through 1966/67. But, as with Albion, the LAD cab quickly became a minority choice, mainly limited to tippers, skip loaders and similar, more rough and ready, short haul applications.

In 1965, the LAD-cabbed Comet was still available in gross vehicle weights as low as 13 tons. But the introduction of the 1964 Construction & Use Regulations saw 16 ton gvw Comets become the biggest selling models. Whatever the gross weight, Comets were available in a bewildering range of wheelbases and specifications. Leyland's well-proven 370 and 400 engines were available, and the driveline choice included 5 and 6-speed gearboxes, single-speed, two-speed and Albion hub reduction rear axles.

The new Ergomatic Super Comets raised the choice of specification levels still further. The new tilt-cab Super Comets came with a raft of improvements, including new heavy-duty chassis frames and an increased range of gearbox options. In addition to those available

on the Comet, there was now a 10 speed splitter (deep crawler/direct top) box as well as an Albion 9-speed, close-ratio splitter box. Braking equipment was also uprated on the Super Comet Ergomatic and an alternator was now standard, as was power steering.

The Super Comet retained its excellent payload capability, which had made its Comet predecessors such a popular choice with UK hauliers. Even in its longest wheelbase format, equipped with a 25ft platform body, the Ergomatic-cabbed Super Comet could legally carry over 10 tons – something to which today's bloated 18 tonne gvw chassis can barely aspire.

Thus, in 1965, Comet/Super Comet models accounted for all but a tiny minority



**Above:** This Leyland Super Comet was bodied as a bulk tipper, probably with blowing equipment, judging by the straps to carry delivery hoses, for Associated Feed Manufacturers Ltd.



Above: A left hand drive Leyland 'Freightline' Super Comet of 'Auto Viacas do Amboim Lda' being loaded in Angola. It would travel over dirt tracks to reach outlying African townships.

of Leyland's UK-market two axle chassis production. But, even with the 400 engine the Comet or Super Comet only had a maximum train weight rating of 22 tons – which precluded them for serious draw-bar operation.

So, alongside its Comet/Super Comet models Leyland offered a more powerful, 600-engined, 4x2 rigid version of the Beaver for maximum gross train weight draw-bar operations, which

probably sold in tiny numbers.

The range of four-wheelers available with a Morris badge was covered in a previous instalment in the series, under BMC.

In 1965, Seddon was another UK truck manufacturer which was on a roll. The company, though only established as a truck manufacturer in the mid-1930s, had built a reputation for good quality, low cost,

lightweight chassis.

At various times in the 1950s and into the early 1960s, Seddon made vehicles as small as a rather odd-looking, 25 cwt payload, bonneted chassis right up to maximum weight eight-wheelers.

And, in between those extremes, there was a bewildering range of two and three-axle chassis – with, for the time, very elaborate front end



Above: Back in the 1960s, Britain still exported vehicles. In this case, the Leyland Beaver is being operated in Japan.

**Right:** We covered Morris along with Austin in the section on BMC, but here is a 1966 Morris-badged 'FJ' four-wheeler, which is now in preservation.

styling, which cut a real dash on the road. At that time my dear old father-in-law, Bert Davis, had some very stylish Seddon furniture vans which really looked the business, immaculate in their striking red and cream livery.

But, by 1964, the company realised that rationalisation was the key to growth – and also to keep parts inventories at manageable levels. The company had by then stopped making very small vehicles and eight-wheelers and concentrated on getting a rationalised range of 4x2, 6x2 and 6x4 lorries and tractor units into production in 1964.

In 1965, Seddon offered its customer the 13.Four (13 ton gvw) and 16.Four (16 ton gvw). Both these models sported a version of the Motor Panels cab, shared with Guy and other makers, as an alternative to the rather



**Left:** The Seddon 16-4, with its attractive coachbuilt cab was still available in 1965.



handsome (in the author's opinion) coachbuilt cab used in the early 1960s, which remained available on some models. They could, dependent on model, be specified with Perkins 6.354, Leyland 0370 and Gardner engines.

However, Seddon customers appreciated value and high payload, so the majority of 13.Four and 16.Four chassis left the works powered by the Perkins 6.354. This was the cheapest and lightest power option on offer – but the 6.354 offered entirely acceptable fuel consumption and reliability – and as much power as most operators required in those days.

Seddon's rationalised 4x2 range was available with Eaton and Kirkstall axles initially, until the company's own and well-liked hub reduction rear axle could be uprated to 10 tons capacity. There was also a decent choice of wheelbase options – Seddon had also rationalised its chassis designs, such that cross members, spring hangers and the like were shared across the company's entire range.

Well that's it for this little mini-series, we've covered all the manufacturers which were offering four-wheeled lorry chassis in the mid-1960s – I hope you have liked it. If you have, Editor Mike might consider asking me to do another series of articles – I have in mind the theme 'Suddenly it's 1967 and you're buying



**Left:** The Seddon 16-4, with Perkins, Leyland, AEC or Gardner power, remained popular into 1965, as proved here by this example, originally a BRS vehicle, which has carried several different liveries in preservation.



**Above:** Here we have a brand new 1965 Seddon 16-Four dropside, fitted with the Motor Panels cab, for a Durham operator, Gardner Bros, photographed at distributor Longfield Road Motors' premises.



**Right:** An interesting Seddon 16-Four, complete with a platform over the cab, to suit the operations of G C Morley of Bradford, specialists in shipping and transport to the wool trade.



a new tractor unit'. The exact year will require some further research, but I think that it would be within the 1966 – 1969 time span, as these were the years when the haulier had, thanks to the European truck manufacturers' invasion of the UK market, a vast choice of tractor units available to them.

**Left:** A smart-looking dropside bulk tipper, based on a Seddon 13-Four chassis, for a Scottish operator, Wm McBride of Crossmichael, near Dumfries, presumably engaged on agricultural haulage.



Above: Two Seddon 16-4s, this time fitted with Perkins V8 170 bhp engines, bodied as box vans, to distribute CarPlan's diy car care products.



Above: The Seddon 13-Four 354 with the Perkins engine was new in 1968 to carry loads of 6.7 tons of carpet and underlay from Illingworth's factory at Shelf, near Halifax, to the Bristol depot.

Above: The Seddon 16-Four was already available alongside the older model with the coachbuilt cab before 1965, as shown by this 1964 example, carrying a livestock container for a Liverpool company.



Above: This Seddon 16-Four tipper has been preserved in its original operator's livery.

# LIFE AND DEATH

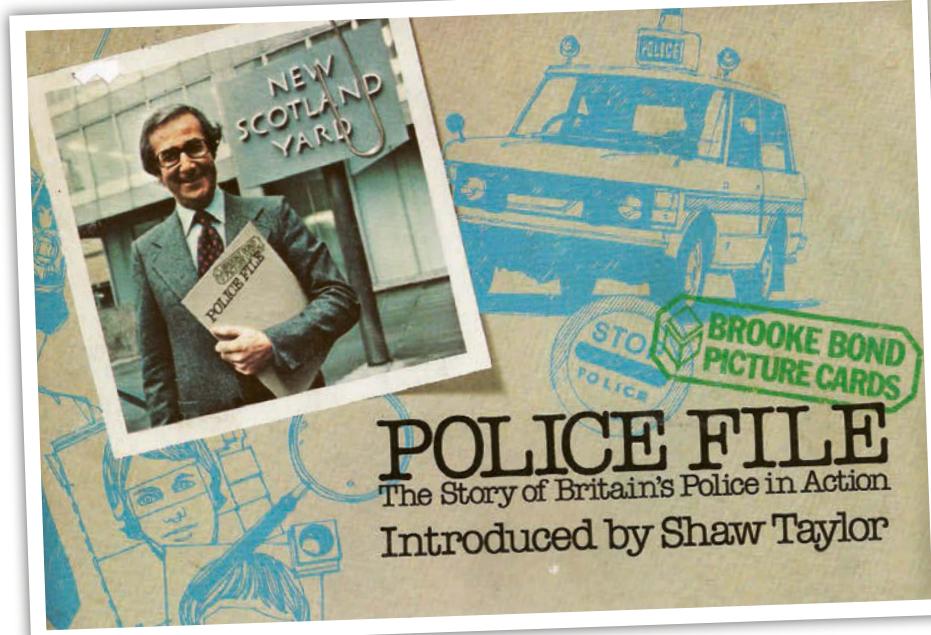
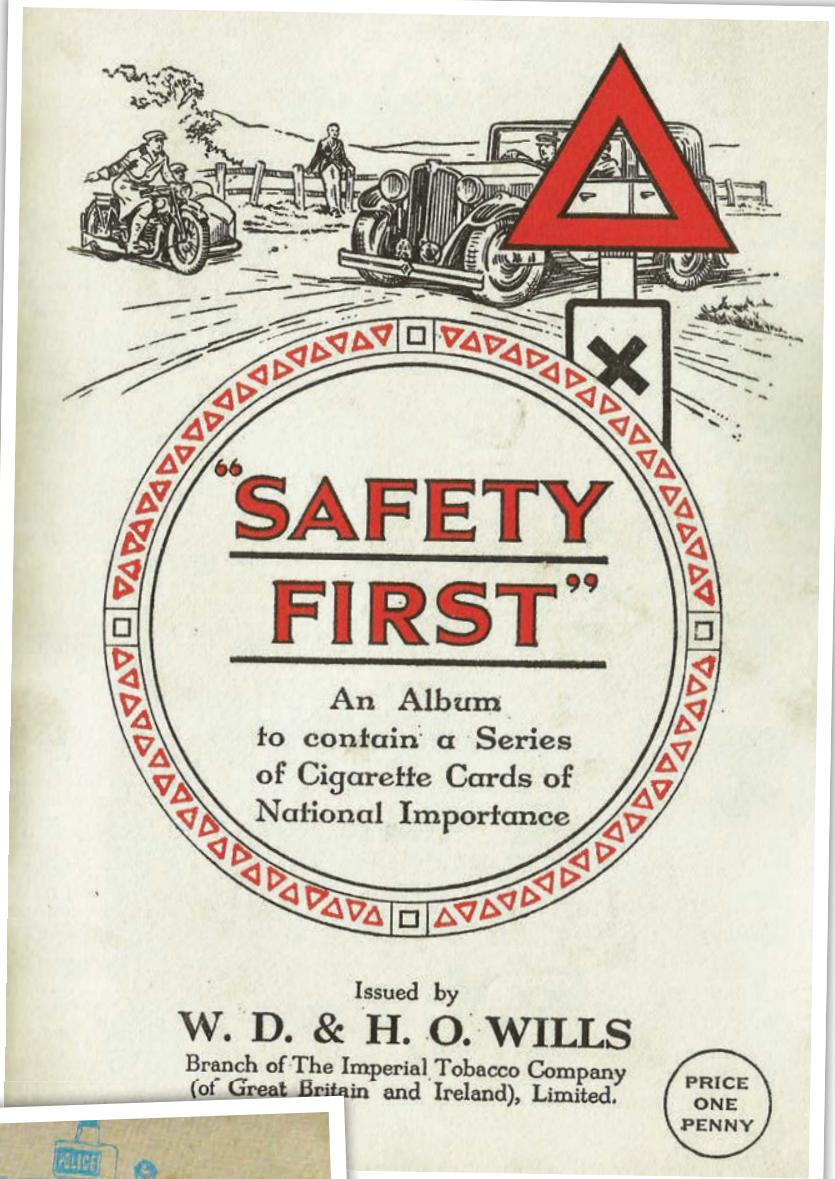
## - 'VINTAGE ROADSCENES' ON CIGARETTE CARDS!

To us kids, cigarette cards were something innocently to collect and sometimes swap during school playtimes. But, **Malcolm Bates** asks, was it all part of a cynical plot by the tobacco industry to commit our poor parents to an early grave, by trying to stem our endless demands for more cards? But if the idea worked for ciggies, why not try the same idea on other consumables? After all, drinking more tea didn't kill you, did it?

**T**here's a certain irony attached to series of cigarette cards on subjects such as the importance of road safety, in that they were produced by the manufacturers of a product that was slowly killing you anyway. But when you think about it, the whole genre of cigarette cards was far more subtle than that. Twisted yes, but also from a marketing viewpoint, very clever.

I recently came across two completed books of cigarette cards from two entirely different eras at a jumble. The first, entitled 'Safety First', was from the mid-1930s, when Britain had just got over the horrors of the Great War and was recovering from the 1929 Wall Street Crash. It was issued by WD & HO Wills, '...a branch of the Imperial Tobacco Company of Great Britain and Ireland', we're told.

The second book comes from the mid-1970s and is titled 'Police File – The Story of Britain's Police in Action.' At first glance, it also looks like a book of cigarette cards as, remarkably, considering the time



gap between the two, they're the same size as those in 'Safety First'. But in fact they were issued by Brooke Bond Tea, so were presumably to be found in each packet of 'PG Tips', rather than packs of cigs.

The clever bit? Well, firstly, the whole concept of a series of cigarette cards – or those found in any other type of consumable item like tea – is that once you start collecting them, you are incentivised to go on and try to collect the whole set. So let's assume that something like 50 different cards would be the standard number for any series. Great, the eager collector – actually I was going to use the word 'punter' there – rushes out to buy the album in which the cards have to be stuck. This already

# “SAFETY FIRST”

## FOREWORD BY THE MINISTER OF TRANSPORT

Whitehall Gardens,  
London, S.W.1

PARLIAMENTS may make Statutes and Ministers may make Regulations, but individuals make roads safer by carefulness and courtesy. The Highway Code is the traveller's code of honour. It reminds him that all persons have an equal right to use the highway and that good manners and consideration for others are as important on the road as in the drawing room. Sound knowledge of proper behaviour on the road, as set out in the Highway Code, is just as important to the pedestrian as to the motorist.

Anyone who spreads knowledge on this subject is helping in a national cause; and I am out to encourage all who keep the public interested in this matter whether they are public bodies or, as in this instance, a private firm. I wish every success to the “Safety First” series of cigarette cards which show pictorially and vividly how often accidents occur from disregard of the Highway Code; and I welcome them the more as the cards will be disseminated among the children, who are unhappily all too frequently numbered among the victims of road accidents.

Signed: *Herbert Morrison*

has paid for the printing costs. Then after 50 packs of cigarettes or tea, the album is complete, right? Er, no. It's not as easy as that. What are the chances of each consecutive packet containing a different card? I'm no mathematician, but it's surely about as likely as winning the lottery 50 times in a row today? The more likely scenario is that it takes years of purchasing of the same brand to get that final elusive card to complete the set. And that's why the whole idea is so clever – it creates a hold over the punter, ensuring they continue to buy the same product for so long, that even when the card series has been completed, the punter is still hooked.

OVERTAKING in towns. Never overtake unless you can see sufficiently far ahead to do so with safety. In towns where there are tramway or lamp standards in the middle of the road, great care must be exercised when overtaking. Do not attempt to overtake when approaching a pedestrian crossing-place. Even when the “Overtake Me” signal (card 11) is received, the responsibility for making sure that the road is perfectly clear rests on the overtaking driver alone. In the picture, the impatient driver of the blue saloon, not having received a signal from the bus-driver, nevertheless attempts to pass. He finds too late that there is not sufficient room for the manoeuvre. (No. 6.)

## A CYNICAL PLOT?

But wait. The whole idea is even more cynical than that. An adult might have an interest, but then conclude the whole idea is a waste of time. Or being busy trying to earn a living, just forget to keep purchasing the product. What mechanism might there be that would guarantee an adult would carry on collecting the cards? The answer? Kids. What if the actual process of collecting the cards was aimed either at younger smokers, or better still, the subject matter was aimed at children, who would then drive their parents crazy by continuous pestering, until the whole set was complete? Brilliant from

a marketing viewpoint – but there is one further twist to the story....

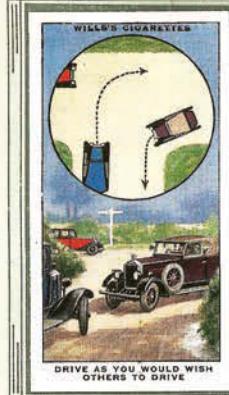
Like how about if the subject matter contained on each different cigarette card was presented in such a way that it could be seen as ‘educational’? Even better! The image you need to be seeing at this point is of a male and female blackbird, with a nest full of young, all demanding the next worm. As soon as one is digested, they’re crying for the next one.

Imagine a hard-working couple, with a family, in recession-torn 1930s Britain. That shouldn't be too hard to imagine – it would be much like life is today, but without TV or mobile phones. And in black and white, obviously. So a series of cigarette cards would have literally brought some colour into their lives. And if the cards were on subjects that claimed to help kids learn more and maybe one day go on to college and make something of their lives? Well, there you have it – a compelling reason why buying more and more of a certain brand of cigs could make life better for the next generation.

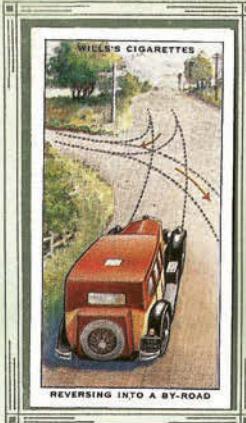
And there you were, thinking today's marketing techniques were clever?

## SAFETY FIRST

So, let's take a closer look at the messages



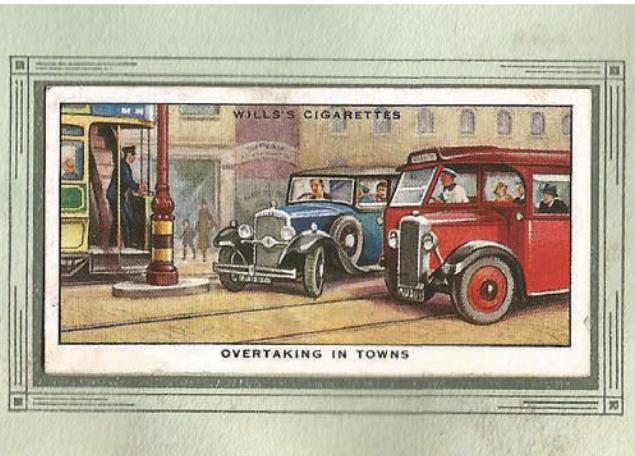
DRIVE as you would wish others to drive. Cultivate road sense and the spirit of “give and take,” that is, the spirit of the road, feeling of sharing in the road. Always anticipate danger and be on the alert. Where white lines are painted on the road keep well to the left of them, and never cut a corner unless you have uninterrupted vision. On all corners it is a golden rule to keep as far to the left as possible (see upper picture). The lower picture shows the result of the consequence of ignoring this rule. Keep a careful look-out for the warning signs intended to ensure the safety of all on the road. (No. 1.)

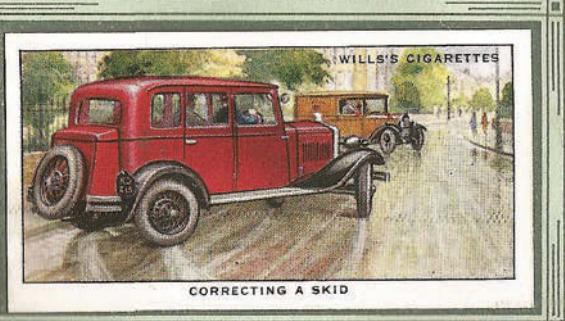


REVERSING into a by-road. When conditions compel you to turn round in a main road it is best to turn to the nearest by-road. Drive past the by-road a few yards, and after making sure that it is safe to do so, reverse into it. Then drive out in the opposite direction. (The illustration makes the manoeuvre clear). A common mistake is to drive into the by-road and reverse out of it. This is highly dangerous for it obscures the road ahead, makes it difficult for the car to get out of it, and necessitates driving backwards across two lines of traffic travelling in opposite directions. (No. 2.)



KEEP TO THE LEFT. The first rule of the road is “Keep to the left,” and failure to observe it will count against you in the event of accident. Always keep as far over to the left as practicable, especially when travelling slowly, so as to give other traffic the maximum amount of room; this point is illustrated above. Learn to use different parts of your car, such as the near-side headlamp or the radiator cap, as sights which tell you how far you are from the kerb. Remember that you are not entitled to half the road width—only the minimum required to drive safely. (No. 3.)





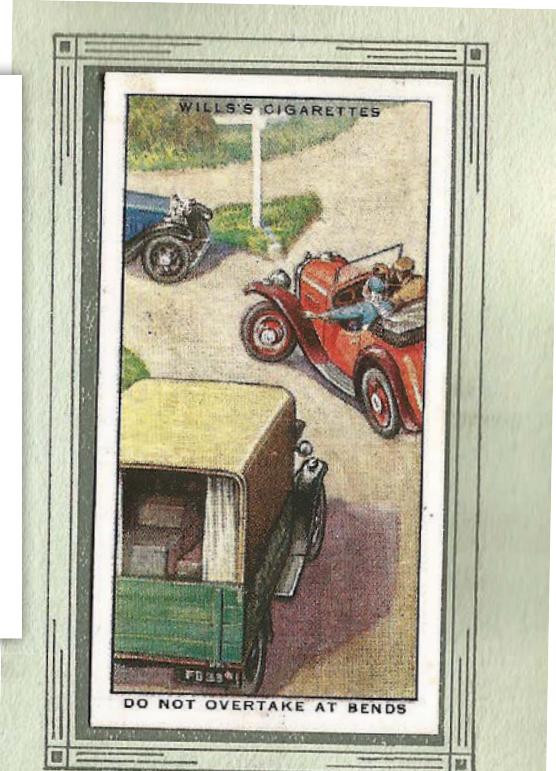
**C**ORRECTING a skid. Providing that the car is not travelling at excessive speed a skid need not be an alarming occurrence. To correct a back wheel skid, close the throttle, avoid if possible applying the brakes, and turn the steering wheel in the direction in which the back of the car is skidding. To correct a front wheel skid, close throttle and momentarily apply the brakes. Assuming that brakes are in perfect adjustment, and the tyres in good condition and correctly inflated, the main causes of skidding are bad driving, too sudden application of the brakes, or too rapid cornering. (No. 24.)

in 'Safety First' – an album containing a series of cards of 'national Importance', we're told. And just to ensure we pay attention, the 'foreword' is written by the Minister of Transport, none other than Mr Leslie Hore-Belisha, of 'Belisha Beacon' fame. You know, the orange flashing illuminated globes stuck on black and white poles at pedestrian – or zebra – crossings, which were introduced under his tenure.

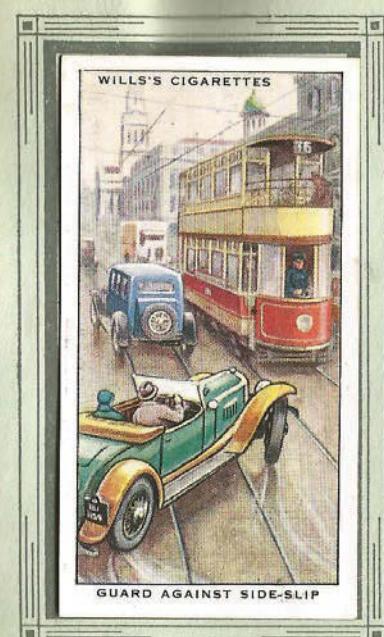
Writing from 'Whitehall Gardens', London SW1, he tells the eager young card collector how important road safety is. He suggests that the new 'Highway Code' is 'The Traveller's Code of Honour' (no, he isn't referring to

'Travellers' in today's context) and that all persons have "an equal right to use the highway". Clearly, not many taxi drivers could have read that at the time. Or since, for that matter!

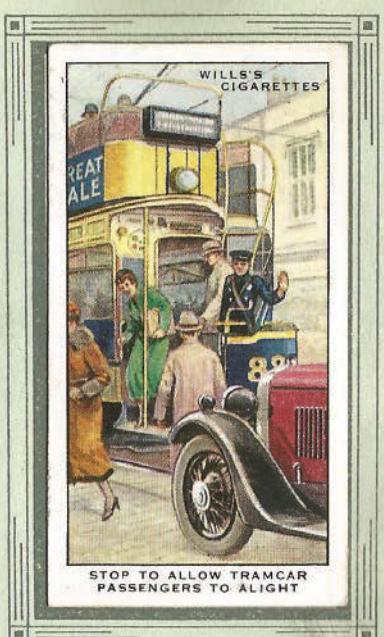
Hang on, here comes a supremely pompous bit... "Anyone who spreads knowledge on this subject (road safety) is helping the National Cause and I'm out to encourage all who keep the public interested, whether they are public bodies, or in this case a private



**D**O NOT overtake at bends. Never overtake unless you can see sufficiently far ahead to do so with safety. Remember that the brow of a steep hill or a hump-backed bridge is as dangerous as a sharp bend because it conceals oncoming traffic. Never attempt to overtake on bends, cross roads or road junctions, because your view of oncoming traffic may be obstructed. The impatient driver of the red car in the picture finds himself in difficulties when suddenly confronted with the blue car. Receiving the "Overtake Me" signal (card 11) does not absolve a driver from the responsibility of making sure that it is safe to pass. (No. 8.)



**G**UARD against side-slip. When on wet polished asphalt, granite sets or tramlines, proceed with caution, always leaving sufficient room to meet an emergency. Our picture shows a bad skid due to tramlines. Sudden change of speed or direction of motion should be avoided. Do not lock the steering wheel over quickly, or accelerate rapidly. Above all, avoid sudden braking. See that the tyres are inflated to correct pressure. Shock absorbers should be at equal tension, and brakes properly adjusted. Driving a car which is fitted with faulty tyres or inefficient brakes is a punishable offence. (No. 25.)



**S**TOP to allow tramcar passengers to alight. Some towns have by-laws that compel all traffic to stop when a tram stops, so as to avoid danger to any passengers who may be entering or alighting from it. In other districts the procedure is left to the discretion of the motorist who may stop, proceed cautiously or pass the tram on the off side. Of these three alternatives the first is the safest, for among the tram's passengers there may be an old person or an irresponsible child. Passing round the off side of the tram has its dangers as one may meet another tram proceeding rapidly in the opposite direction. (No. 26.)

firm. I wish every success to the 'Safety First' series of cigarette cards which vividly show how often accidents occur from a disregard of The Highway Code." Blimey. Ministerial endorsements don't come much better than that. 'Minister of Transport encourages parents to smoke more cigarettes in order to save children's lives' might have been the Daily Mirror headline at the time.

Hang on, the Minister is still in full flow. "...and I welcome them all the more, as the cards will be disseminated among children who are unhappily all too frequently numbered among the victims of road accidents." Bingo! That's the clincher aimed to instill guilt amongst those parents who might not have the resolve to keep on smoking – 'Buy our cigarettes and help your kids to survive. If you don't, they might get run over and it's going to be all your fault' is the message here.

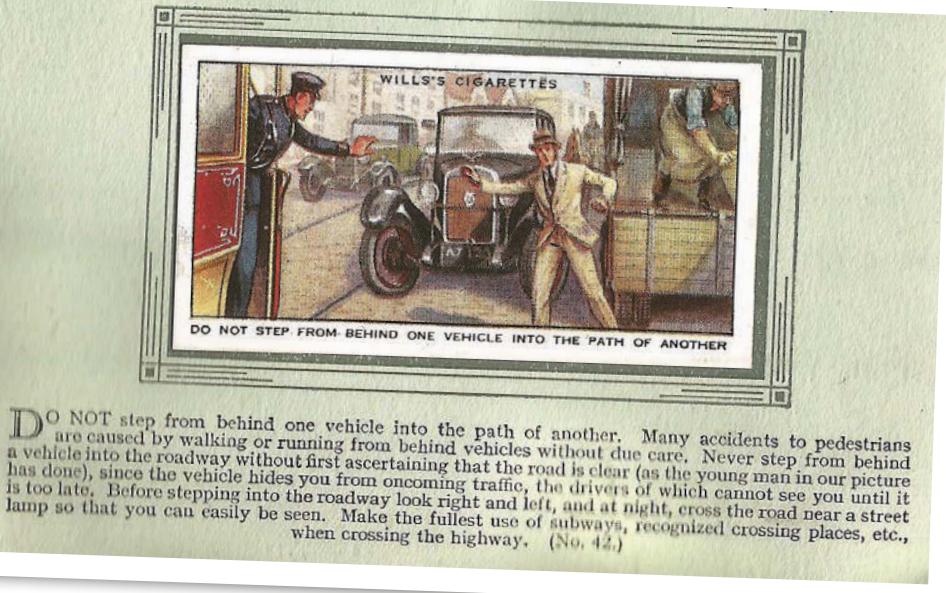
### EASILY HOOKED

I am seriously suggesting that a series of innocent little cards just 3 inches by 1 1/4-ish, have such a cynical purpose? Yep. Absolutely. How do I know this? Well, partly because I have a diploma – and a fair bit of experience – in marketing. Secondly, because, as we



DO NOT hang on to a motor vehicle. It is undesirable to hang on to a motor vehicle even when it is standing in a traffic block, for it may move off suddenly and cause you to be thrown. As it is now an offence to hang on to any moving vehicle you may be fined for so doing, in addition to facing the possibility of an accident (see picture). Many cyclists make a habit of riding close behind fast-moving motor cars so as to take advantage of the wind shelter that they afford. This, however, is a dangerous practice, as the car may pull up so suddenly that you cannot avoid running into it. (No. 38.)

should all have learned by now, nobody does 'ought for nowt'. And thirdly, because when I was a kid, I found an almost completed set of 1930s cigarette cards pasted onto a poster for framing in our coal shed, left by the previous tenant of my parents' rented semi. I still remember how I winged endlessly at my dad to (a) obtain the two or three missing cards and



DO NOT step from behind one vehicle into the path of another. Many accidents to pedestrians are caused by walking or running from behind vehicles without due care. Never step from behind a vehicle into the roadway without first ascertaining that the road is clear (as the young man in our picture has done), since the vehicle hides you from oncoming traffic, the drivers of which cannot see you until it is too late. Before stepping into the roadway look right and left, and at night, cross the road near a street lamp so that you can easily be seen. Make the fullest use of subways, recognized crossing places, etc., when crossing the highway. (No. 42.)

(b) get him to explain why I couldn't have a 20-year-old poster on British cars covered in coal dust, on my bedroom wall!

We don't have space to reproduce all 50 card contained in 'Safety First', but here are a few containing the best 'Vintage Roadscenes'...

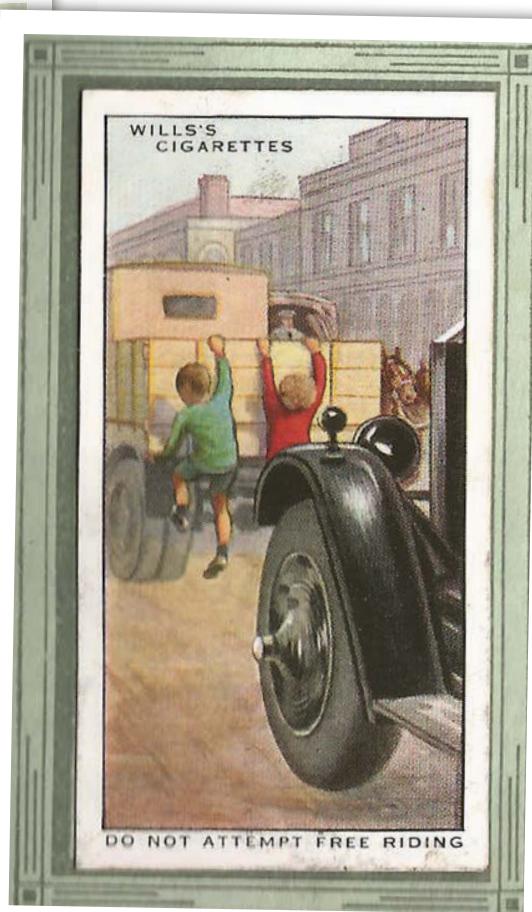
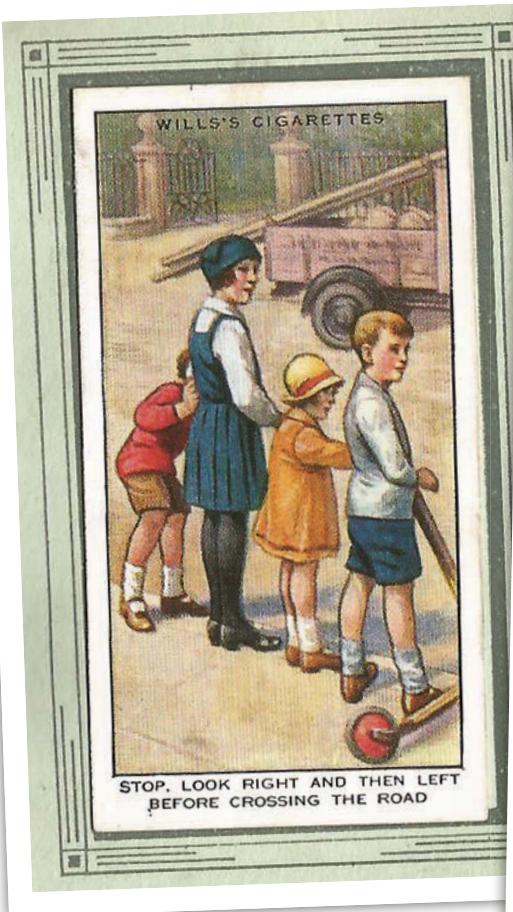
With the exception of a Daimler single deck bus in the picture number 6, outlining the dangers of overtaking in towns (modern take on that? You'd be lucky to be able to do it today with traffic humps and cameras every few yards!), most of the cars are either generic, or we see them from angles where identification is impossible – although a Ford Model B tourer, a British Ford Y-type with original radiator grill, a big six-

cylinder Morris, a Rover 'Blue Train' saloon and what looks like an MG TA sports car are identifiable.

For us lorry fans, spotting what makes the various vans and lorries are supposed to represent is even harder. We have the rear view of a 35 cwt dropside commercial with tilt in picture number 8, warning us not to overtake on bends and what might be a 15/20 cwt Bedford or Commer van in picture 24 about to be hit by a skidding car in 'Correcting a Skid'. There are a couple of other rear views of lorries featured in pictures 42 and 47, warning us kids not to run out from behind a parked lorry – something you're only likely to do once, sadly – and in picture number 38? Absolutely never try to hang on to a speeding lorry while riding behind on your bike, we're told. We've all done that, haven't we?

But while the only picture of a 'proper' lorry is so far in the background as to be unrecognisable – picture 25 – it seems that trams are the real danger. Trams, and the dangers of tram lines to cyclists, feature eight or nine times as potential sources of danger. But the big 'no-no'? That's the last card – card number 50. 'Do Not Attempt Free Riding', we're warned as what could be a normal control mid-1930s Albion is following behind another dropside lorry in a town High Street. Two young kids jump up and grab the tailboard in an attempt to smuggle themselves aboard. The danger is, we're told, that if you slip, you'll get squashed by the Albion. True, there are worse ways to go, but... Hang on a minute – one of the kids is.... a girl!

Gosh. There you go. We've all learned something. In contrast to what we all thought, there are girls that like hanging around lorries after all!

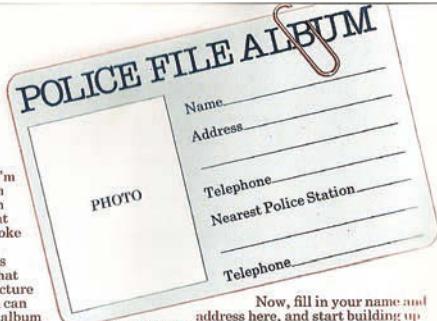




Hello card collectors... I'm Shaw Taylor, and I'm taking time off from my police television programmes to introduce you to this great new POLICE FILE card series from Brooke Bond PG Tips.

I've been talking to my police friends about POLICE FILE, and we all agree that it's a fascinating series. Collect all 40 picture cards, stick them in this album, and you can build up a comprehensive and colourful album about the modern British police. It shows you how police officers are trained... how the communications network operates... how the Traffic Division and the C.I.D. work... and it tells you about special police units like the Flying Squad, Special Branch and the Murder Squad. There's much more too, and it's all full of police action.

Collecting the POLICE FILE cards is a little bit like detective work itself. You have to keep your eyes open for the ones you haven't got. Stay alert and you'll be sure to track them all down!



Now, fill in your name and address here, and start building up your POLICE FILE album.

You'll be really pleased with the finished result! From myself and police officers everywhere... happy card collecting!

*Shaw Taylor*

TV personality Shaw Taylor has been featuring the police in programmes. They first series in 'Police 5' and 'Junior Police 5' are broadcast on London Weekend Television and ATV. Shaw also presents 'New Faces' on BBC2. He has appeared as a panelist on 'New Faces'.

The British Police are said to be the best in the world, and this album shows you some of the reasons why. Whether they're "best" constables or Flying Squad detectives, our police officers are professionals... as you'll see when you've completed your "Police File"!



No. 1 A 999 CALL  
A powerful police car speeds by with siren blaring and blue lights flashing as a policeman runs on over-rapidly. This particular car could be responding to an emergency or a crime which is still taking place, or to sort out the aftermath of a serious road accident. Equally, it could be carrying an injured person to a nearby hospital to another, or hurrying to another. The Fire Service at a major fire. When the emergency services are 999 are dialled, Britain's police are on hand to provide assistance... fast!

## POLICE FILE

Remember Shaw Taylor? He managed to earn himself the nickname 'The Copper's Nark' as a result of the rather overly-subservient way in which he interviewed real life coppers as the presenter of the TV programme 'Police Five'. In much the same way that a groupie might ask questions of Mick Jagger from that up-and-coming band, the Rolling Stones? Exactly so.

It was as if Shaw always wanted to be a real copper, but was an inch too short to be accepted to serve. For readers not familiar with the format, Shaw would cosy up to a real life policeman, as though he was in some way privy to the case. Then ask members of the public watching telly to help the 'rozzers' identify the offender. And bang them to rights. The concept was fine and very laudable. What used to bug me was the slippery way in which Shaw presented the facts. To the point where I wanted to villains to get a way with it!

Coming across as a sort of 'Budget Alan Wicker of Crime' in the intro, we find slippery Shaw telling us all about this exciting new 'Police File' project and how lucky Brooke Bond Tea was in asking him to get involved. We discover that, having been a presenter

## Training... Police Training... Police



No. 5 SKID!  
A powerful car goes out of control... and the police officer behind the wheel brings it skilfully back on course. Police training doesn't stop when constables have gained their warrant cards, and there are many specialised courses. This skidpad is part of a Police Driving School where officers who have volunteered for Traffic Patrol duties are trained to a very high level of driving skill. Each Traffic Officer aims to become a Triple Class 1 - qualified as an Accident Investigator and Vehicle Examiner as well as a Class 1 Driver and Motorcyclist.

on 'Police Five' since 1962, our Shaw's career is, frankly, on the skids. True, he convinced the producers at London Weekend Television (and ATV) that the spin-off series 'Junior Police Five' was worth a go, but after that? Well, anyone who lists appearing as a panelist on 'New Faces' must be getting a bit desperate, surely?

Still, he still seems chipper in his introduction. "I've been talking to my friends in the police about 'Police File,'" he tells eager readers. "And we all agree that it's a fascinating series." Shaw, it's only a little album in which kids get to paste 40 cards, for goodness sake. This is not a combined dawn

raid being held in co-operation with Scotland Yard. You're just a TV presenter, Shaw. You're not a real copper. You never were. And never will be. Surely it's time to move on with your life?

It's no use. Shaw Taylor is convinced 'Police File' will help generate interest in a whole new generation of youngsters, who with cards collected and pasted into place, will then sign-up to the Police Training College in Hendon, eager to start a career catching villains. Me? I can't help thinking that, had I seen this admittedly well designed and informative little album and nicely done colour cards at the time, I too might have inspired to become a copper. Then, on my first day of duty, I could go round to Shaw's house, just praying that the tax disc on his car was out of date - then nick him!

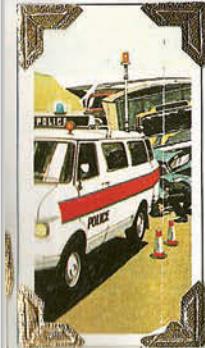
## LOOK OUT - IT'S THE SWEENEY

The subject matter covers every aspect of Police operations from training - told you the sub-plot was to help find new recruits - and more exciting stuff like Communications, The CID, the Fraud Squad, the Murder Squad, 'The Sweeney' and the Government and Royal Protection Squads. There are also chapters on Forensics, the River and Port Police and mention of some of the duties that the police just don't seem to bother with today, like transporting emergency supplies of Blood for the NHS.



Police Training  
Town & Country  
Communications  
Traffic Division  
The C.I.D.  
Special Squads  
Forensics  
River Police  
Dogs & Horses  
Police in the News  
Today's Action

# Traffic Division...Traffic Division...Traffic Division...Traffic Division...Traffic



**No. 13 PILE UP**  
A lorry goes out of control on a motorway... and a dozen vehicles are involved in the crash which results. Quick action to sort out the mess is taken by a specially equipped Traffic Accident Car - alerted by radio. These vehicles, often Range Rovers, are specially adapted for rapid emergency work. They have a recovery unit and all the hazard beacons and warning signs necessary to alert oncoming traffic. Rapid response to traffic accidents can save lives, and these patrol crews are highly trained accident specialists.

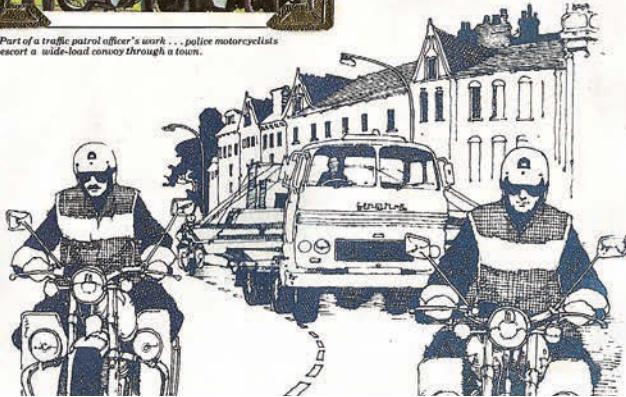


The breathalyser is used for roadside breath-testing. If more than half the test crystals turn green, it is likely that the motorist has consumed too much alcohol and will be taken to a police station for further tests.



Part of a traffic patrol officer's work... police motorcyclists escort a wide-load convoy through a town.

**No. 15 ROADBLOCK**  
Police motorcyclists set up a roadblock to intercept a lorry carrying stolen goods. In situations like these, mobility is necessary to combat crime and traffic enforcement. The police have a variety of vehicles in highly-trained teams, especially when escorting visiting Heads of State. The machines used vary from force to force, but the Norton Commander is a popular choice, which is specially adapted for police work. The Norton Commander bikes shown here have a top speed of well over 100 mph and are fitted with siren, emergency beacon and radio.



There's also mention of the 'Special Patrol Group' which we're told, 'form a special mobile reserve to patrol the scene of a serious rail crash, searching for missing persons, or for special security duties'. Even shot-put champion PC Geoff Capes, gets a mention! Interestingly, there is no mention of a special squad trained to beat-up striking coal miners, or lie about what really happened at certain football matches when crowd control went pear-shaped. Not that Shaw would ever mention such things, of course.

But the pages of specific interest to readers of *Vintage Roadscene*? Well, for me, the best bits are the cards on the road scenes, naturally. Card number 5, shows a Rover 3500 on the Police driver training school skid pan, while card number 10 - 'Emergency Police Escorts' shows a Triumph 2500PI with lights blazing cleaving a path through 1970s London traffic for an LD-based LCC Ambulance, blues and twos a-go-go. Card 13 helps underline just how many police duties have been devolved today. We see a Bedford

CF van at the scene of a motorway pile up. Called a SETAC (Specially Equipped Traffic Accident Car) unit it is packed with special emergency rescue equipment. True, I've not been in serious accident lately but, from observation, these days we're more likely to see three squad cars cone-off most of the still unblocked lanes for several hours, while in association with 'The Motorway Muppets' (uniformed 'Traffic Officers'), they await the arrival of the Fire & Rescue Service.

But the best bits? How about the sight of a Mark 2 Ford Escort 'Panda Car' chasing after gun-wielding villains making their getaway in what might be a BMC Sherpa van, in picture number 36? "Put your trousers on sunshine, you deserve to be nicked!" Or how about picture number 35? Totally ignoring HSE Guidelines and the command to wait until a suitably diverse cross-section of society was present before doing anything, the card depicts PC Skerratt of the Cheshire Constabulary diving into a 'fast flowing river' to rescue a trapped lorry driver after his

vehicle had veered off the road, as a result of him trying to roll some Old Holborn into a Rizzla, while steering with his knee. Or something. Anyway, PC Skerratt used his underwater training to rescue the driver, by borrowing a BA set from the just-arrived Fire Brigade, stripping-off and diving into freezing cold water. What a hero. Today? He'd probably be reprimanded for putting his own life at risk!

While a Police Panda Car might be OK, who wouldn't want to ride around all day on a Norton 'Commander' motor cycle and get paid to break the speed limit? Er, actually Shaw old son, I think you'll find the word you're looking for is 'Commando', but that's just picky detail. We see a drawing of two motorcycle patrol police escorting a Scammell Routeman artic carrying a wide load through a busy high street. This reminds us that, even back in the 1970s, lots of main roads still went straight through town centres, and that secondly, that these days the police only get involved with wide loads when something goes wrong.

Today, their job is more likely to be (a) close the road for several hours while more supplies of traffic cones are sent for and then (b) after a thorough investigation, charge the errant lorry driver on as many counts as possible, in co-operation with 'other agencies and stakeholders' like the HSE, VOSA, The Environment Agency, the Railway Police, the...

These changes in how we view the police over the last three decades are what makes *Police File* such a good read. Yes, tragically, we've all become more cynical. We now question authority at every turn - but why? Because since Shaw Taylor strutted his stuff, we've discovered that those who are paid to look after us and keep us safe, are not all quite as honest, or as squeaky-clean as Shaw tended to suggest.

But hey, now we know.

## Police in the News...Police in the News...Police in the News

There are stories about the police in newspapers every day, and you will often hear that an officer has been awarded a medal or special certificate for a courageous deed. Officers with an aptitude for sport, like shot put champion Geoff Capes, are given ample opportunity to pursue their competitive careers.



**No. 34 SHOT PUT**  
Here's 221 ston's worth of... you'll probably recognise it as PC Geoff Capes of Cheshire Constabulary, better known as an international shot put champion. Although Geoff Capes is the current Commonwealth champion and record holder with a personal best throw of 21.65 metres, he's still a police officer first and foremost. All policemen are, or ought to be fit. That is why the police place so much emphasis on physical fitness for their officers. Whether they are runners or rugby footballers, archers or table tennis players, police officers are given every encouragement to pursue their chosen sports.



**No. 35 COLD COURAGE**  
On a cold winter's day a police officer dives into a fast-flowing river... in a brave attempt to save a trapped lorry driver's life. This officer, PC Skerratt, was a member of the Search Unit, even though he was on motor patrol duty at the time. His special skills were invaluable. He borrowed breathing apparatus from the Fire Brigade, stripped to his waist and dived in. For his bravery, this attempt to save life, PC Skerratt was given a special award by the Liverpool Shipwreck and Humane Society.

**No. 36 GUN CHASE**  
Armed robbers make their getaway after a bank raid... but a young panda car patroller sets off in hot pursuit. The officer in question was PC Paul Bazire and he chased the gang for six miles, refusing to be beaten. The robbers eventually ran out of fuel and one of the gunmen peppered his car door. With help from other police officers, PC Bazire managed to catch the robbers. The gang was finally caught, even though they switched vehicles five times. For his extreme courage and coolness, PC Bazire received official commendation.

# LONDON IN THE 1970S

We dip into the pictures taken by the late Edward Beazley in various London locations during the 1970s, courtesy of **Jim King**.



**Aldgate Bus Station**, still serving bus passengers coming into the city from East London, was well-known for years as the terminus of the double-deck Green Line 721 and other routes which brought commuters from Brentwood, Ilford and Romford, where London met Essex. Here in June 1976, the middle of that long hot summer, we have five Routemasters (two close together on the left, strangely looking as if one has twin headlights) with early VLT 98, RM98 to the fore, with the driver's screen open. They sandwich three of the much-maligned DMS Daimler Fleetlines, showing some livery variation.

**W**e are indebted to Edward Beazley – and to Jim King for passing them on – for taking pictures of the roads and traffic around the capital city, including these 1970s views, which show a different scene from today.

Heavy lorries were allowed open access to London's streets in those days, though curiously, there are not many to be seen in these pictures. London Transport buses are very much in evidence – not so surprising in the bus station views – and there are plenty of private cars and light vans, many of them parked at the side of the road. Now there's a difference from today.

Most of the buildings in the pictures are still much the same, although the skyline will have changed, with ever more high-rise buildings going up in the city. There are various different locations around the city and its outskirts, showing the vehicles of the time, as well as the 'street furniture' – road signs, shop fronts, advertising and so on.

So let's take a little trip back to the days



**Above:** At Aldgate a couple of months later in August 1976, we have a 1966 RML, two 1964 RMs and DMS1516, THM 516M, new in 1973, but destined to leave the London Transport fleet first, laying over during a quiet period during the day. You could predict that you wouldn't see so much sky in the same view today.

of long hair and flared trousers – a bit embarrassing now – and try to forget the 'Three-day Week' and all the other social and political problems of those days, the consequences of some of which are still with

us today.

I'll try to add some intelligent comments about the pictures, but if anyone knows more, or has similar pictures they'd like to share with us, please let me know...

**Right:** Hammersmith LT bus garage, with an entrance to the Underground station, seen from below the Hammersmith Flyover. The entrance to the garage, where we can see an RT lurking in March 1975, was straight off what was effectively a huge roundabout, around the garage, station and other buildings, being circumnavigated here by an 'M'-registered Austin 1300 Estate, once a common sight, but very rare nowadays. The flyover takes the A4 in and out of West London, over the busy junction with roads south to Fulham and Putney and north to Shepherds Bush. I remember a wartime Maudslay tanker in the LT service fleet was usually parked inside those doors, even in the early 1970s, and craning my neck to catch a glimpse, while negotiating the always busy traffic.



**Above:** Kingston Bus Station (and garage), seen in August 1975, was the last bastion of the red RF single-deckers, serving the routes from here out into north Surrey. One of them can be seen inside on the stand, with blinds for route 216 to Staines. The bus station was on the one-way system, between the 'Studio 7' and 'Granada' cinemas, with 'C & A Modes' – remember 'Coats an'Ats'; 'Man at C&A' – yes, it all comes back, whether you like it or not – just along the road, where more recently there has been what could only be termed a 'pile' of old telephone boxes as an 'art installation'...



**Above:** We move on to Victoria Bus Station, in 1972, then fairly recently covered over. Three Routemasters are on the stands, with passengers wandering across the forecourt to board, and a 'G'-registered BMC J4 van on the left. Amazingly, even for this date, there are cars parked, both in front of the railway station and in the road to the right, outside the Underground station entrance.



**Above:** Another view of Victoria Bus Station, this time nearer to the railway station entrance, in 1974. There are two of the infamous AEC Swifts – known as Merlins to LT, with AML 593H, MBA593 – 28 seats and 48 'standees' – on 'Red Arrow' route 507. Note the flat fare of 5p – yes, only five pence – paid at a turnstile inside the bus, to lurch off to various stops between Victoria and Waterloo stations.



**Above:** Round the corner, we see Victoria Coach Station in 1972, with four lovely Bristol/ECW RELL coaches, in Bristol Greyhound, West Yorkshire and United Counties original cream-based liveries, with destinations of Bradford and Leicester/Nottingham. The passengers are various matronly ladies and student types, judging from those scarves and hairstyles. We can just see a non-National Bus Company Bedford/Duple SB and a Thames Valley Bristol VR double-decker behind, with the wonderful architecture of the coach station in the background.



**Above:** Is that 'The Sweeney' in the Ford Grandad – sorry, Granada – powering past the line of Routemasters outside The London Apprentice, in Old Street in July 1975? Trumans' keg' bitter – that's one thing we won't miss from the 1970s. This well-known pub has been here for over 100 years, going through various different phases since this picture was taken – probably not our sort of pub any more...



**Above:** A view inside Liverpool Street railway station in 1975, with the roadway between the platforms and the Great Eastern Hotel in the background. Imagine being able to drive right into the station to drop passengers off. There are some Austin FX4 taxis on the left and a long wheelbase Transit minibus, a Renault 5, Cortina Mk 2 and a Morris Marina centre stage. With British Railways blue and grey carriages, this 42-year-old scene is truly historic.



**Left:** 'Beyond the Rainbow' was at the Adelphi and Agatha Christie's 'A Murder is Announced' was playing at the Vaudeville Theatre in the Strand, when this picture was taken in 1979. We can see the inevitable FX4 taxis, with two Ford Escort Estates and a van, Cortina Estate, Transit 35 cwt van, an Avis Luton van and a 7½ ton box van – both probably Fords – almost outnumbering the VW Golf, Austin Allegro, Range Rover and other makes in sight.



**Above:** Finsbury Square in July 1974, then terminus of LT route 21 from there to Eltham, with three RT double-deckers laying over. A 1964 Ford Anglia 105E heads the line-up of various Fords and others at the parking meters on both sides of the street, while a Transit panel van passes between two Transit box vans at the corner.



**Above:** Something a little different – I wonder if this period piece has survived? Seen in Battersea Park with a Transit minibus, taking part in the 1976 'Easter Parade', is a publicity vehicle for the Disney show 'One of Our Dinosaurs is Missing' (no it isn't, it's on the back of the lorry!) The 'N'-registration suggests the vehicle was based on a modern chassis, like a Ford D Series, in spite of its antiquated appearance with an open-cab.

**Right:** Here's a blast from the past, a bascule bridge (that's a lifting bridge with a counter-weight) on one of the roads into the London Docks, seen in 1974. That's a Ford Zodiac Mk IV, about three years old at the time, parked this side, with a Mini further back. The state of the windows in the control room suggest the bridge wasn't seeing much use any more, the blocks of flats in the background probably a foretaste of the change from the area's role as a major port to its present up-market office and residential purpose.

**Below:** Let's finish with a lovely period colour picture. This one dates from a lot earlier – that's a roofbox RT, gone by the late 1960s, with a cream-painted cantrail, changed to grey around the same time, on the 38 to Victoria, passing the Boadicea statue at Hyde Park Corner, with a Ford E494A Anglia, or possibly Popular, and Austin FX3 taxi, along with other RTs in the background. The road layout here was changed in the mid-1960s, so the traffic circulated round Boadicea at a distance, rather than passing this close. There are some more London scenes like this so we could put together another selection in a future issue...



# CLEANING AND STOPPING IN WALES

**Mike Forbes** presents a selection of pictures from the Chris Hodge 'Stilltime' Collection, showing the vehicles of two companies, well-known for their products, which ran their own fleets to deliver them in two quite separate markets, Hoover and Girling, both with factories in Wales.



**Above:** Hoover's AEC Mercury tractor unit, 243 UMF (Middlesex, 1959), is seen in the trailer park at the Merthyr Tydfil factory, coupled to one of the delivery trailers, next to others, with a number of containers to the rear, one having been loaded on a platform vehicle by the crane with a spreader. According to the 1960 Commercial Motor article, long-distance loads were carried mainly in the BTC and Dyson semi-trailers, with box bodies by Samlesbury or Reall. There were 56, all with hydraulic tailboard loaders by Service Engineering of Northampton, plus six Dyson drop-frame semi-trailers and four BTC flats which carry containers. The covered semi-trailers were of composite construction, with a light-alloy exterior skin, attractively finished in the fleet colours of stone and 'Hoover blue', embellished with two Royal Appointment devices. For smaller loads, the company employ 35 light alloy Duramin Engineering lift containers for a 4-ton load. (CHC aay214)

## Hoover

Hoover is still the generic name we all use for a vacuum cleaner. The slogan: "It beats, as it sweeps, as it cleans", based on the action of the machine, was as well-known as the company name. Hoover is an American company, family-owned until 1986, based in North Canton, Ohio. It dominated the market for many years, on both sides of the Atlantic, also manufacturing what we call 'white goods', washing machines and so on.

The 'Hoover Building', on the A40 Western Avenue was the UK headquarters, where vacuum cleaners were made until the early 1980s. The 1933 Art Deco frontage is now a Grade II Listed Building, and part of a Tesco supermarket. There were also factories at Cambuslang in Scotland and at Pentrebach, Merthyr Tydfil in South Wales, from 1948 to 2008. The pictures here were taken on a visit by Commercial Motor in August 1960.

Tom Walkerley wrote that fortnightly consignments of Hoover washing



**Above:** Another AEC Mercury, 215 SML (Middlesex, late 1958), and an Albion Clydesdale unit, PML 744 (Middlesex, mid-1958), are seen with delivery trailers at the loading bay at Hoover's Welsh factory.

CM said that all the covered semi-trailers were specially designed for the loads they carried. They were 27 ft long and 12 ft 4 in high, which permitted three-tiered loading, by stacking the washing or 'Spinarinse' machines on the floor and on two false floors, a full load being up to 210 machines. (CHC aay213)



**Left:** A scene at the loading bay, with washing machines being loaded into a trailer for delivery with a powered conveyor, while another is closed ready to depart. There is a canvas-covered British Railways trailer on the other side. The CM article said that the loading bay at Pentrebach could deal with six vehicles at a time. Ample staff was available to bring the machines forward, and they were marshalled on power-driven roller conveyors in the correct order for loading. Each machine was handled in a protective canvas jacket: export models further protected by polythene covers. The returnable jacket had a pocket in which the appropriate delivery note was carried. Unloading at the dealer's premises was carried out with the aid of the tailboard loader. (CHC aay227)

machines were dispatched to England and Wales from the modern plant in Merthyr Tydfil, to supply the thousands of dealers all over Britain within two weeks of the receipt of their orders, implemented by the use of a large fleet of ancillary vehicles, reinforced as necessary by hired transport, with routes worked in alternate weeks in the north and south of the country. Hundreds of thousands of machines were produced annually at Pentrebach, Dowlais and Aberdare, the company preferring to deliver direct to the dealer from the manufacturing unit.

Hoover ran its own account transport until 1979, when distribution was contracted out. The company's vehicles were distinctive in a 'stone and Hoover blue' livery. Administration of the fleet of nearly 300 was taken care of at the Hoover head office at Perivale, Middlesex, along with some 85 sales and service vans operating throughout the country.

Although it is unusual for a manufacturer to deliver to its customers on the Hoover scale, the transport operation was evolved



**Above:** AEC Mercury tractor unit, 383 KMM (Middlesex, 1956-7), and its trailer are seen from the rear, making a delivery in a shopping street, probably to the Electricity Board showroom seen to the right – remember them? This view shows the tail-lift and three-tier load of washing machines.



to meet requirements with smoothness and economy. The service was valuable to the distributor, eliminating doubts as to delivery dates, and equally to the manufacturer who could gear production to demand with less difficulty.

However, electric motors from Cambuslang arrived at Pentrebach in contractors' vehicles, which were provided with return loads of complete washing machines for distribution from there.

The South Wales fleet covered about 1.8 million miles annually, individual vehicle

**Left:** Another Albion Clydesdale tractor unit in the Hoover fleet, XMT 20 (Middlesex, 1952), is seen on the road with a step-frame platform trailer, carrying a tall load of machines, possibly between depots, as this would not be suited to multi-drop shop deliveries. (CHC aay219)

**Right:** Another tall load on a step-frame platform trailer – those sheets must have been huge and difficult to spread and rope down – this time behind another 1956-7 AEC Mercury, 382 KMM. Judging by the heavy commercial traffic – it was being followed by a Showerings ERF KV four-wheeler (I'd love a Babycham!), a Ford Thames 4D and, I think, a Trader as well – this was a main road, in spite of the 'sylvan setting'. (CHC aay220)



**Left:** Smaller loads were moved in containers on platform-bodied four-wheelers, like the Thornycroft Trident, 3349 H (Middlesex, 1953), and 1950 Kent-registered Vulcan, MKT xxx, seen here. They are loaded with containers marked Van Oppen & Co (1935) Ltd, Continental Services, suggesting export loads. (CHC aay221)



**Above:** The CM article told us that local inter-factory vehicles between Pentrebach, Dowlais and Aberdare run on a timed shuttle basis were Taskers semi-trailers pulled by Thames tractors. The Palmer Coachbuilders bodies had full-length roller shutters with loads, mostly component parts, carried in wire baskets or on pallets. There were three tractors and 10 semi-trailers, interchangeable with those operated at Perivale and Cambuslang, which operated a further four tractors and nine semi-trailers.

Thames Trader, 621 XML (Middlesex, early 1960), is seen here with two of the trailers, the driver pulling down the side roller shutters. A Morris Minor and a lovely Alvis TD21 'Grey Lady' saloon can just be seen to the left. (CHC aay218)

**Above right:** Another view of the same Thames Trader, about to couple up to one of the inter-factory trailers. We can see that these were fitted with Scammell-type automatic couplings, no doubt to speed up this operation. (CHC aay218)



**Above:** One of the 1958 AEC Mercury tractor units, 214 SML, is seen in the Hoover workshops. Notice the two different spare wheels carried, to fit the unit and trailer. The CM article said that maintenance at Cyfarthfa was based on service at intervals of 5,000 miles. The premises were fully equipped to deal with anything up to and including a major dock. There was an 8-ton hydraulic hoist, washing plant (used at the end of each trip), fuel-pump room, bodyshop and paintshop. In most cases, engines were due for replacement at about 150,000 miles, when the manufacturers' reconditioned-unit service was used.



**Above:** A scene in the workshops with a platform trailer undergoing extensive work on the axle, while another mechanic works on a cylinder head on the bench and an AEC front panel leans against the wall. We were told that the Merthyr transport depot and workshops were at Cyfarthfa, a 30,000 sq ft modern building two miles from the main factory. Based here were 39 prime movers, of which 28 were AEC Mercury models, the remainder Albions and Commers. There were also 11 rigid of 6 to 7 ton capacity, six Vulcans, four Thornycrofts and one Albion. In addition, there was a 12-14 ton Thornycroft, an Albion breakdown truck, four Thames van between 10 cwt and 4 tons, a Coles 8 ton mobile crane and two staff cars.

**Right:** One of the covered trailers is being given an extensive rebuild here by obviously skilled craftsmen, with all the panels off the wooden frame. (CHC aay211)

**Below:** One of Hoover's AEC Mercury units and a trailer being given a wash, using both the mechanical apparatus and by hand with hoses. The company was obviously very conscious of its image, its vehicle regularly being seen in the high street. (CHC aay209)



journeys averaging something less than 700 miles a week. Particular pains were taken in routeing the vehicles. The clerk concerned collated the delivery orders, divided them between north and south, grouped them in convenient order and made out a detailed list of addresses for the driver, so that the last machine loaded was the first off.



**Above:** This AEC Monarch four-wheeled platform lorry, LAX 619 (Monmouthshire, 1952), fleet no 472, is seen at the Girling factory in Cwmbran in South Wales, being loaded with brake assemblies in cages by a Conveyancer fork-lift. Note the Ford 'New Anglia' 100E saloon in the background, perhaps being used for product testing. (CHC abe952)

## Girling

The Girling company started as a car brake manufacturer after Albert Girling patented a wedge-actuated braking system in 1925. In 1929, he sold the patent rights to the New Hudson company. Girling later developed disc brakes, which were successful on racing cars from the early 1950s.

Girling brake manufacture was taken over by Lucas in 1938, but the patent remained held by New Hudson until this in turn was purchased by Lucas in 1943. Lucas then moved its Bendix brake and Luvax shock absorber interests into a new division, which became Girling Ltd. Girling products included brake and clutch systems, shock absorbers and hydraulic dampers.

The main works was at Tyseley, but in February 1954, Commercial Motor published a report by Alan Smith on the company's transport operation from its Cwmbran factory, where 50,000 brakes and 18,000 dampers were produced each week, representing 100 tons of components which had to be delivered to manufacturers throughout the country every 24 hours. The company relied almost entirely on its own fleet of 26 vehicles and four trailers for this work, needing the utmost regularity and punctuality to ensure customers' assembly lines would not be held up for supplies.

The factory made aircraft gun turrets



**Above:** The biggest outfit in the Girling fleet, according to the 1954 CM article, was a Scammell 'Rigid 8' with fixed-sided body, GWO 24 (Monmouthshire, late 1947), fleet no 381, with a Gardner 6LW engine. It usually pulled a trailer and an aggregate load of 19 tons could be carried. Since January 1948, this unit had run 210,000 miles at an average fuel-consumption rate of 8.39 mpg by 1954. (CHC abe960)

during the war and was probably the largest light engineering plant in Wales employing 4,000 male and female workers. Highly mechanized, it produced 31 different sizes of brake. 70% of the range was made for cars, in sizes 7 inch by 1 inch (Standard Eight and Ford Popular), 8

in by 11 in (Austin), and 9 in by 11 in (Ford Consul and Zephyr). These weighed 4 lb, 7 lb and 11 lb.

The most popular commercial vehicle sizes were 14 in by 21 in, 14 in by 34 in, 15 in by 41 in and 16 in by 21 in, forming 60% of output for goods and passenger models.



**Left:** The next largest vehicle was a Maudslay Mustang 10-tonner, KWO 589 (Monmouthshire, 1952), fleet no 644, with a fixed-sided body, used with a 5 ton platform trailer, which averaged 10.2 mpg. Note the second 'trailer man' in the cab. (CHC abj650)

**Below:** The Maudslay Mustang-badged 'Chinese Six' is seen again, loaded with empty cages. The trailer can be seen in the background, and it is parked in front of a number of semi-trailer vans lettered for 'Cov-Rad' – the Coventry Radiator Company – presumably also part of the Lucas group, but not mentioned in the CM article. (CHC abe961)

The largest type weighed 30 lb. Brakes were also made for the Centurion Tank, which weighed 1 cwt each.

Production lines at Cwmbran for the most popular types of brake ran day and night and the transport service to customers was virtually an extension of the factory conveyor system. Brakes were also made, of course, for replacements: these were delivered to the Lucas transport organization in Birmingham for countrywide distribution. Hydraulic brake units were carried in cylindrical canisters to protect them against dust.

The aim was to use pallets for the carriage of brakes and dampers and there was a float of 1,300. However, four pallets were needed in circulation per unit of load; one at Cwmbran, one with the customer and two on the road, travelling in different directions. Consequently, it was not possible for all loads to be sent on them, plus not all customers had fork-lift trucks. When pallet-loading was not possible, components were stacked loose in the vehicles, or in wooden cases.

Steel-cage pallets were employed. A



pallet-load of finished products was 10-12 cwt, but a load of loose castings could weigh a ton.

Because of a policy of reciprocal buying, the Girling fleet, although fairly small,

represented nine different makes, although there was some standardization, for 12 of the vehicles had Perkins P6 engines and a stock of joints and gaskets was kept. Moreover, Lucas, CAV and, of course, Girling components could be replaced readily and with economy.

Half the vehicles had covered over 200,000 miles each, and a quarter 100,000 miles, figures which reflected the intensity of operation and the care taken in maintenance. It was the eventual objective to have a fleet wholly of 'oilers'. The company found it more economic to use reconditioned units than overhaul engines. Some of the vehicles were fitted with experimental equipment under trial by the group. Fleet numbers were those of the Lucas organization and the colour was Lucas 'Holly Green'.

Not only did these vehicles dispatch



**Left:** The draw-bar trailer, although looking fairly insubstantial, is seen being loaded with a good number of cages filled with brake shoes, by a Coventry Climax fork-lift – remember the old Dinky Toys model? (CHC abj646)

**Right:** An older member of the Girling fleet, still very much in use in 1954, was this normal control Leyland Cub four-wheeled dropside, EOA 669 (Birmingham, 1938), fleet no 338, seen turning into the factory gates. This was one of two Leyland petrol vehicles, said to be averaging about 9.5 mpg. (CHC abe958)

**Below:** According to CM, Girling's vehicles in the 7 ton class were two AEC oilers and a Commer petrol lorry. One of the AECs returned 13.8 mpg and the Commer 8.5 mpg. The other AEC was a new delivery. There were also two Leyland Beaver 7 ton oilers with trailers.

The new AEC Monarch, MAX 610 (Monmouthshire, early 1954), fleet no 46, is seen here, looking suitably immaculate. Perhaps the delivery of this vehicle by AEC prompted the CM visit and article? A Commer Superpoise is seen, minus its bonnet in the background. (CHC abe963)



factory products, they were also employed to bring in substantial supplies of materials. Unladen mileage was probably less than 20% of the total. For instance, vehicles supplying Ford at Dagenham returned via a works at Coventry to collect bulk quantities of pressings, such as brake shoes and backplates. The round trip was 400 miles.

Vehicles worked this service by rotation, departing every evening, except Friday

and Saturday. Outfits restricted by law to 20 mph, the Scammell, Maudslay and one Beaver, all with trailers, left at 8 pm, and 30 mph vehicles, an AEC and a Thames, at 10 pm. It was found possible to run the AEC direct to Dagenham, but the other vehicles changed drivers at the Lucas depot at Acton, where they arrived at 6 am, arriving at Dagenham at 7.30 am.

After unloading during the day, the

vehicles left the Ford works by 4.30 pm to be back at Acton by 6 pm. The original drivers took over the lorries at 10 pm, arriving in Coventry at 6.30 am. They loaded with pressings, left at 9 pm and arrived back at Cwmbran by 4.30 am. After unloading, the vehicles were inspected during the morning before setting out again on the trip to Dagenham.

A 5 ton vehicle left Cwmbran at 8 pm, to arrive at the Austin works at Longbridge at 2 am, and at 10 pm services were run by 5-7-tonners to various manufacturers in London and Birmingham. Those to Birmingham arrived by 8 am and delivered brakes to Rover, Alvis, Moss Gear, Morris-Commercial, Reliant and Pashley, among others, and dampers to BSA and Norton. Among the London customers were AEC and Scammell.

London vehicles approached Gloucester via Usk and Ross, to avoid the hills on the Chepstow route. Another vehicle left at 10 pm for either Morris or MG in the Oxford area, arriving there at 3 am, then delivered the remainder of its load to Alford and



**Above:** A Fordson 7V dropside, FWO 397 (Monmouthshire, 1946), fleet no 337, is seen being loaded by hand from a trolley with complete brake assemblies, with the driver's coat over the grille to keep its presumably petrol engine warm, and, on the right, sheeted-up ready to leave with its deliveries. There were apparently ten Thames five ton models in the fleet, eight of which had P6 engines. Those with V8 units averaged 10.3 mpg, and the oilers up to 17.1 mpg. Other units in the fleet were an Austin 3-tonner and 25 cwt van, used mainly for emergency deliveries. (CHC abj648/649)

Alder at Hemel Hempstead, where axles for the Standard Eight were produced.

At midnight, a bulk 10 ton load was sent to the Lucas depot at Walsall for onward dispatch to northern customers, although emergency loads might be sent direct. A 5 or 7-tonner left at the same time for customers in and around Coventry.

Apart from special consignments to London, the daytime services used vehicles sent off at 8.30 am to Longbridge, Coventry, Birmingham and Luton, where Commer and Vauxhall were customers, served on Monday, Wednesday and Friday. Each day, 71 tons of brakes were sent to the Ferguson tractor plant at Coventry.

Altogether, nearly 100 manufacturers were directly served by road from Cwmbran, those in the Midlands receiving two deliveries every 24 hours, and those farther distant a daily service. Thus the company's effective use of C Licence transport overcame the disadvantage of the remote geographical position of the factory.

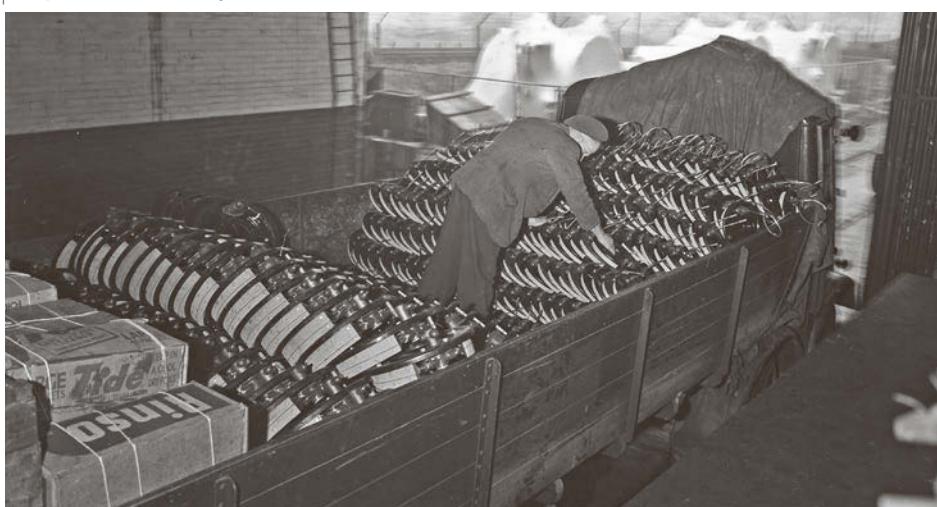
Besides the vehicles working on the Dagenham service, those running to Birmingham and Coventry called at Coventry for supplies and visited various Midland casting companies. In all, they brought 40 tons of material to Cwmbran every day.

One 50 yd-long bank at the Cwmbran factory served for receipt and dispatch, one end for unloading and the other for loading. All vehicles were weighed on entry and exit through the factory gate.

Three fitters and two mates were employed in the garage, where equipment included two pits, overhead lifting tackle, Tecalemit greasing plant, a Black and Decker valve grinder and a Churchill finisher. Wakefield oil was used, crankcase lubricant being changed at 1,500 miles



**Above:** A later Ford product, a Thames ET6 dropside, KOM 407 (Birmingham, 1950), again a petrol-powered model, loaded with castings in crates, its driver wearing his ex-War Department leather jerkin, a must-have for drivers in those days. (CHC abe962)



**Above:** The Maudslay Mustang is seen being loose-loaded with lots of what look like lorry brake assemblies. There are also products tied up in old 'Tide' and 'Rinso' cardboard boxes and wooden crates. (CHC abe966)

per gallon contained. Dunlop tyres were used for replacement, standardization avoiding difficulties when 'twinning' rear-wheel covers of different makes, nominally the same size, but in reality of varying dimension from bead to head.

Girling built the bodywork of its vehicles to its own design, although the floors of

the Jensens, of corrugated light alloy with interlaid wooden strips, were particularly praised. Platforms of the lorries received hard treatment from the heavy pallets, which stood on four feet. The company's design provided 2 in square timber runners along the chassis members, with cross bearers at intervals of 2 ft 6 in, to avoid sag between them under the heavy weight of the loads. Body sides were strongly constructed to resist distortion and a gap of about 12 in was left between the headboard and the rear of the cab so that eventual bulging of the headboard would not damage the cab.

Reference was made to the remoteness of the Girling factory from the main motor-manufacturing areas of the country, but light engineering was being developed in South Wales, to balance the economic potential of the older heavy industries.



**Left:** A scene in the Girling workshops, with a mechanic attending to the engine of Commer Superpoise, fleet no 568. (CHC abe951)

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# 100 Years of East Kent

## Part 4

2016 was the Centenary Year of The East Kent Road Car Co. **Malcolm Wright** concludes his look at the history of this famous bus and coach operator, with 100 nostalgic photographs, with the last selection of 25 pictures.

**T**he East Kent Road Car Co was set up on 11th August 1916, by Sydney Garcke, and based in Canterbury. This brought together the services of several different local companies in the area. East Kent continued as part of the BET group, until this became part of the National Bus Company at the end of the 1960s, the maroon and cream livery being replaced with NBC 'Poppy Red'. Then the company was privatised in 1987, before becoming



part of the Stagecoach Group in 1993.

East Kent has proved popular with enthusiasts, with some of the original company's vehicles surviving in preservation.

Here are the last of our 100 pictures of the company's vehicles, along with a list of those known to have been preserved.

● Malcolm has asked us to point out a couple of small errors in previous instalments. It has been pointed out that Folkestone

District Road Car Co was never written as 'Folkestone & District', like M&D, but was always appeared, as in the picture, as Folkestone District Road Car Co. In the first part, the caption to the lower picture on page 50 inadvertently read UH34F on rebuilding; it should, of course, have been UB34F as it was rebuilt as a single-decker. He blames a senior moment for this one...



**Left:** New in 1963 was 6801, a sister vehicle to the last buses seen in the previous issue, which received NBC livery. It has since been preserved by Fagg & Chant of Wingham. **Right:** A rather dated-looking AEC Reliance 470, new in 1964, carrying Duple C34F coachwork, was AFN 499B. It was bought as a touring coach. It served until 1978, when it went to Ensigns and then to Thomas of West Ewell.





1: In 1964 along came AFN 767B, an AEC Regent V with the regular Park Royal H40/32F configuration. It served as a Christmas white bus in 1969 and was withdrawn in 1975. It was re-sold to a clothing manufacturer in Brighton by 1977. Alongside is M&D Atlantean 558 LKP at a local rally. 2: This AEC Reliance bus for 51 passengers had Marshall bodywork and was new in 1965. It was withdrawn by 1977 and passed via dealer Ensign on its way to the breakers at Carlton by 1978 for dismantling. 3: An AEC Reliance 590 with Park Royal C49F coachwork was new in 1965 as DJG 611C. It served until 1980, when it was sold to Ensigns of Purfleet and on to Cobholm of Great Yarmouth for spares and was scrapped by 1981. 4: A 1966 example of a Park Royal-bodied AEC Regent V is GJG 750D, seen here in the livery of New Enterprise in 1991. It then went to Leaside Buses and was used on the Round London Sightseeing Tours in 1992, and is now preserved by Morgan & Vinall, of Brighton.

## EAST KENT BUSES IN PRESERVATION (or saved with Operators)

FN 6050	1/24	Daimler Y	chassis only		Weatherhead, Woburn Sands
JG 669	2/30	Tilling Stevens Express	Brush	B37R	Newman, Maidstone
JG 683	3/30	Tilling Stevens Express	Brush	B-R	Thornicroft, West Norwood used as mess room at Amberley Museum
JG 691	4/30	Tilling Stevens Express	Brush	B37R	Newman, Maidstone
JG 4234	/34	Dennis Ace	chassis only		Emerton, Nantwich
JG 8720	7/37	Dennis Lancet II	Park Royal	B35R	Thomas, Bexleyheath (for spares)
JG 9938	12/37	Leyland Tiger TS8	Park Royal	C32R	Croombs, Fareham
CFN 104	3/48	Leyland Tiger PS1/1	Park Royal	C32R	Jones, High Wycombe
CFN 121	6/49	Dennis Lancet III	Park Royal	B35R	Thompson, Retford (ops as Sly Retford)
CFN 136	7/47	Dennis Lancet III	Park Royal	B35R	Adams, Goudhurst
CFN 154	3/48	Dennis Lancet III	Park Royal	B35R	Hamshire, Guildford
CJG 959	12/47	Leyland Titan PD1A	Leyland	L27/26R	Shears, Winkleigh
EFN 182	5/50	Guy Arab III	Park Royal	L27/26R	Jones, Herne Bay
EFN 562	3/50	Dennis Falcon	Dennis	B29F	East Kent Nostalgic Bus & Coach Trust
EFN 568	7/50	Dennis Falcon	Dennis	B20F	Hamshire, Guildford
EFN 584	5/50	Dennis Lancet III	Park Royal	C32F	Thompson, Retford
EFN 585	5/50	Dennis Lancet III	Park Royal	C32F	Byrne, Onibury
EFN 592	6/50	Dennis Lancet III	Park Royal	C32F	Lead, Fingleham, Kent
EFN 595	6/50	Dennis Lancet III	Park Royal	DP32F	Wilkinson, Scarborough
FFN 382	5/51	Guy Arab III	Park Royal	O30/26R	Laming, Ramsgate
FFN 399	6/51	Guy Arab III	Park Royal	H32/26R	Lead, Fingleham, Kent
FFN 446	6/51	Beadle-Leyland	Beadle	C35F	Perry, Southampton
FFN 451	6/51	Leyland Royal Tiger PSU/1	Park Royal	C37C	Ensign, Purfleet



1: Seen here in NBC's Poppy Red livery is GJG 758D also from 1966. It served an after-life with Drivewell of Darlington and then via the London Bus Export Co of Lydney it was exported to France. The picture was taken at Cannes in France in 2002. 2: This well-known bus was an AEC Regent V 691, new in 1967. It had the usual Park Royal H40/32F bodywork and it entered service in 1968. It became a publicity bus and was fitted with a PA system. It was withdrawn in 1976, when it was converted to a mobile office and painted into a two-tone green livery and passed to the domestic fleet as P160. It is still in the ownership of Stagecoach East Kent, following a spell when it was painted blue and yellow as a Hastings & District vehicle in 1983. It returned in 2001 and resumed traditional East Kent livery. 3: Several buses from this batch became driver trainers within the East Kent company, while MFN 950F is seen here in the ownership of Birmingham Training Services. It has since spent time in Budapest as an exhibition vehicle and was for sale in 2002 and believed to have gone to an unidentified preservationist in Hungary 2006. 4: This AEC Reliance 691, OJG134F, had Willowbrook C49F coachwork and was new in 1968. It is seen in overall NBC white livery in the 1970s. It was withdrawn in 1981 to dealer Booth of Rotherham. (M&D and East Kent Bus Club) 5: This was an AEC Swift with Marshall B51F (omo) bodywork, which arrived at East Kent in 1969. RJJ 201G is seen here in Sealink livery. It served until 1985, when it went to be scrapped by Wombwell Diesels. 6: Showing an interim original East Kent coaches fleet livery before the application of all-over-white paintwork scheme, this was an AEC Reliance 691 with Duple 'Commander IV' C40F coachwork. It served until 1980 when it passed to Green of West Farleigh as a vehicle for Scouts and was scrapped by 1992. 7: Carrying Plaxton C53F coachwork is WJG 470J, a 1971 AEC Reliance 691. It was manufactured to the new 12 metre length permissible at that time. It went to be used by Whitstable Majorettes and on to B Gates of Canterbury for preservation. 8: YJG 586K was a 1971 AEC Swift 691 with B51F bodywork by Alexander. It served until 1985, when it was scrapped by Wombwell Diesels.



**9:** A Leyland PSU3/1RT with Marshall B45F (omo), new to Southdown in 1963, which was transferred to East Kent by 1971. It served locally until 1976, when it was withdrawn and sold via Ensign to Norfolk's of Nayland. **10:** This Leyland PDR1/1 Mk 11 was new to M&D in 1961, but was on loan to East Kent in 1973. It had Metro-Cammell H44/33F (omo) bodywork and arrived in NBC green bus livery. It was purchased by East Kent by 1974. (M&D and East Kent Bus Club). **11:** Leyland Nationals arrived in 1972/73 and EFN 181L was a 1151/1R/2402 version to B49F (omo) configuration. It arrived in NBC red bus livery, as seen here and was in the fleet until 1988. **12:** A line up of former M&D Leyland PSU38/4Rs with Duple C44F bodywork, new in 1973. JKE 107L passed to East Kent in 1983, along with JKE 106 and 109L. It is seen here at Westwood Garage in the early 1980s in disposal stock. It eventually worked for Emblems of Guyhirn in the early 1990s. JKE 109L eventually passed to Morgan, Bygone Buses of Biddenden.

## EAST KENT BUSES IN PRESERVATION (or saved with Operators) cont.

GFN 273	12/52	Beadle-Leyland	Beadle	C35F	Harris & Smith, Hawkinge
HJG 19	4/54	Dennis Lancet UF	Duple	C41C	Webster, Lower Southrepps
KFN 220	6/55	AEC Reliance	Weymann	DP41F	Dwyer, Lancing
KFN 239	5/55	AEC Reliance	Weymann	DP41F	East Kent Nostalgic Bus & Coach Trust
MFN 888	1/57	Guy Arab IV	Park Royal	H33/28RD	Lines, Deal
MFN 898	1/57	Guy Arab IV	Park Royal	H33/28RD	Lines, Deal
PFN 858	4/59	AEC Regent V	Park Royal	FH40/32F	Blackman, Luddendenfort
PFN 865	5/59	AEC Regent V	Park Royal	recovery v	Leighfield, Knowle
PFN 868	4/59	AEC Regent V	Park Royal	FH40/30F	PFN 868 Preservation Group, Berkhamstead
PFN 874	4/59	AEC Regent V	Park Royal	FH40/32F	Chant & Wallace, Herne Bay
UIB 5303	5/83	MCW Metroliner (ex 572 RKJ, FKK 848Y)	MCW	C53F	Mackintosh, Birmingham
WFN 513	6/61	AEC Reliance	Park Royal	DP41F	Thompson, Deal
YJG 807	6/62	AEC Bridgemaster	Park Royal	H43/29F	Friends of East Kent, Sandwich
6801 FN	4/63	AEC Regent V	Park Royal	H40/32F	Fagg & Chant, Wingham
AFN 488B	5/64	AEC Reliance	Duple	C34F	Smith, Dover
AFN 775B	2/64	AEC Regent V	Park Royal	H40/32F	Palk, Tonbridge
AFN 778B	2/64	AEC Regent V	Park Royal	H36/30F	Cooper, Shadoxhurst
AFN 780B	2/64	AEC Regent V	Park Royal	H40/30F	Friends of East Kent, Sandwich
DJG 619C	5/65	AEC Reliance	Park Royal	C49F	East Kent Nostalgic Bus & Coach Trust
GJG 738D	1/66	AEC Regent V	Park Royal	H40/32F	Smith, Welford-on-Avon
GJG 739D	1/66	AEC Regent V	Park Royal	H40/32F	Thompson, Deal
GJG 742D	1/66	AEC Regent V	Park Royal	H40/32F	East Kent Nostalgic Bus & Coach Trust /Newins, Gravesend
GJG 747D	1/66	AEC Regent V	Park Royal	H40/32F	Love & Richardson, St Albans



1: PFN 791M was a 1974 AEC Reliance 760 carrying Duple C51F coachwork. It was painted into Hoverlloyd livery in 1976 and was transferred to National Travel (South East) when the Hoverlloyd contracts passed to National Travel. 2: A 1975 Bristol LHS6L with Eastern Coachwork B35F (omo) bodywork registered GFN 560N. These buses were built to special order for East Kent, to work in the Dover-Capel area and were originally in NBC red bus livery. Eventually this one had this overall advertisement painted for a local estate agent. It had been loaned to Boro'line, Maidstone in 1986 as its fleet no 299 and was finally purchased in March 1987 becoming fleet no 263. It was withdrawn in 1990, going to Pinnock, a Hertford haulier.

3: New in 1976 was this Leyland AN68/1R with ECW H43/31F (omo) bodywork. It was registered JJJ 3P with East Kent. It worked for East Yorkshire as their number 943 at Hull in 1994. 4: This bus is a 1978 Bristol VRT/SL3/6LXB with Willowbrook H43/31F (omo) bodywork. It was originally ordered by Maidstone & District, but diverted in exchange for a Bristol VRT with ECW bodywork. It ended up being scrapped. 5: UKE 831X was a Leyland Leopard with ECW DP49F bodywork new in 1982. It served until 1984 and then it worked for Teen Challenge (98) of Pennygroves. 7: Also seen in National/East Kent livery is coach FKK 842Y, a Leyland Tiger with Plaxton Paramount 3200 DP53F bodywork new in 1984. It was re-registered to TSU 642 in 1989 and served until 1994. 8: I thought about ending with a Stagecoach shot but thought this view of three AECs and a small capacity Bedford would fit the bill better! Here can be seen a Reliance with Park Royal bodywork next to a Reliance with Willowbrook styling, then an AEC Regent with Park Royal double deck bodywork. In the foreground is a Bedford VAS1 with Marshall B29F bodywork new in 1967. It worked for East Kent until 1975 then went to a Barnsley dealer for non-psv use and was last heard about in 1992. (M&D and East Kent Bus Club)

## EAST KENT BUSES IN PRESERVATION (or saved with Operators) cont.

GJG 750D	2/66	AEC Regent V	Park Royal	H40/32F	Morgan & Vinall, Brighton
MFN 946F	11/67	AEC Regent V	Park Royal	H40/32F	East Kent 19946
OFN 709F	4/68	AEC Reliance	Marshall	B53F	Cooper, Shadoxhurst
RFN 953G	5/69	Daimler Fleetline CRG6LX	Park Royal	H39/33F	Drake & Ferguson, Deal
VJG 187 J	11/70	AEC Swift	Marshall	B48F	East Kent Nostalgic Bus & Coach Trust
WJG 470J	5/71	AEC Reliance	Plaxton	C53F	Broydon, Smarden
YJG 587K	12/71	AEC Swift	Alexander	B51F	Brown, Nettlestead
EFN 178L	5/73	Leyland National 1151	L. National	B25/DL	Sealy, Bamford, Wright& Hawkins, Hythe
JJG 1P	3/76	Leyland Atlantean AN 68	ECW	H43/30F	East Kent Nostalgic Bus & Coach Trust
MFN 41R	9/76	Bristol VRT	ECW	H43/31F	Bamford, Ramsgate
NFN 84R	7/77	Leyland National 11351A	L.National	DP48F	East Kent Nostalgic Bus & Coach Trust
RVB977S	8/78	Bristol VRT	Willowbrook	O43/31F	Houselander, Ashford
TFN 980T	8/78	Bristol VRT	Willowbrook	H43/31F	Sealy, Hythe
XJJ 656 V	5/80	Bristol VRT	ECW	H43/31F	Bamford, Ramsgate
XJJ 663 J	6/80	Bristol VRT	ECW	H43/31F	East Kent Nostalgic Bus & Coach Trust
FKK 845Y	5/83	MCW Metroliner (ex 620 UKM)	MCW	C51F	Mackintosh, Birmingham
A590JGU	8/73	AEC Reliance (ex IIW 783, A230TAR & HFN 59L Duple bodied)	Berkhof	C49F	Plumley, Hamshaugh
A200TAR	7/73	AEC Reliance	Berkhof	C49F	Richman, Kidsgrove
C 724 FKE	7/86	Ford Transit	Dormobile	B16F	East London Traction Society
<b>IRELAND</b>					
938 WZJ	3/63	AEC Regent V	Park Royal	H40/32F	O'Neill, Dublin
<b>ON PSV CHASSIS</b>					
CFN 73	5/47	Leyland Tiger PS1	Park Royal	mobile caravan	Regent Motors, Derby
PNW179C	5/65	AEC Reliance (ex UBA 121X & DJG 618C)	Van Plan	horsebox	Smith, Keighley
<b>Listed 2014 but not verified 2015</b>					
PFN 853	1959	AEC Regent V	Park Royal	FO40/32F	Big Bus Co, Victoria, London
1PHX 503	1959	AEC Regent V	Park Royal	FO40/32F	British Bus Co, Spring Valley, California
	(ex PFN 870)				
PFN 872	1959	AEC Regent V	Park Royal	F0---F	J Bessant, Norfolk
XVS 913	1959	AEC Regent V (ex PFN 873 then XKO41A)	Park Royal	FO40/32F	Arrowscore, Cullompton, Devon
XKO 72A	1961	Leyland PDR1 (ex 572 RKJ)	MC	044/33F	Maidstone & District Pres Group, Staplehurst
DSL 856	1962/1972	AEC Reliance (ex 521 FN)	Plaxton	C49F	Richards, Guist, Norfolk
273 AUF	1963	Leyland PSU3/1RT (ex Southdown)	Marshall	B49F	Cooper, Shadoxhurst, Drake, Deal & Ferguson, Ramsgate
GJG 751D	1966	AEC Regent V	Park Royal	O40/32F	? Kingston Upon Hull
GJG 757D	1966	AEC Regent V	Park Royal	H---F	N Burnett, Folkestone-mobile museum
BEH 147H	1970	Daimler Fleetline SRG6LX	Alexander	B39D +29	S Raine, Faversham
JIL 2157	1973	Leyland National 1151 'Greenway' re-build	East Lancs	B49F	Lefevre & Spratley, Newhaven, E Sussex
NPD 145 L	1973	Leyland National 1151 (ex London Country)	L. National	B---D	Moore, Smarden
AYJ 97 T	1979	Leyland National 11351A/1R (ex Southdown)	L. National	B52F + 23	Davey & Toms, Luton, Bedfordshire
SKL681X	1981	Bristol VRT/SL3/6LXB	ECW	LD43/31F	Bamford, Clifffsend, Kent
Q255 GRW	1981	Leyland National 2 116AL11 (new to Dunlop Automotive Division-unregistered)	L. National	B30D + 24	Moore ?
B124 WUV	1984	Leyland Titan TNLXB2 (new to London Transport)	Leyland	H44/29F +20	?

# Rally Round-up

There has already been plenty of classic commercial action, with a number of rallies and road runs, from which we bring you pictures of a selection of participating vehicles.

## Gillingham Gathering

We start with the 19th CTP Gathering, at Baker's Yard, Gillingham, Dorset, with an optional road run from Warminster, on 26th February 2017. **Jim King** sent us some pictures.



Above: Two for the price of one, seen on the road run is KYK 746, the 1952 AEC Mammoth Major six-wheeler of Phillip Gumm of Westbury, Wiltshire, carrying a smaller Commer tanker.



Above: Quite a vehicle to take on a road run, NJT 344H is a 1970 Aveling Barford 26 ton Dumper.



Above: Also seen on the CTP Spring Road Run was TUO 497, a 1956 Bristol LS5G ECW-bodied single-deck bus, owned by David Fricker, restored as Southern National Fleet No 1781.



Above: The 1961 AEC Mammoth Major eiight-wheeler, XYP 136, restored as an AEC Works Vehicle, of John Vohman of Hungerford, Berkshire, caught our eyes at South Cerney last year as well.

## Dewsbury Bus Museum

**Keith Baldwin** has been out and about, as usual, and has sent us pictures from the Spring Open Day at Dewsbury on 12th March. His first bus outing of the year found him in Yorkshire on a mild sunny day. An intense timetable was in operation, services departing the museum every ten minutes, giving plenty of chances to ride a nice selection of buses.



1: This 1955 Leyland Tiger Cub, RRU 903, with Park Royal bodywork, is preserved in Yorkshire in its original Bournemouth Corporation livery, although it now lives in Yorkshire. 2: A number of the vehicles at Dewsbury were more modern types which are now entering preservation, like this 1991 Volvo with Plaxton 3500 coach body, in Tamworth Tourer livery, but originally with Wallace Arnold.



# CTP Spring Road Run

**Malcolm Ranieri** has sent us some pictures from the Commercial Transport in Preservation event on 2nd April 2017. The 'Wiltshire White Horse Route' was a 'round robin' from Warminster, past the 'White Horse', over the Kennet & Avon Canal towards Calne and Devizes, across towards Trowbridge and Westbury, finally finishing at the Crockerton Centre.



1: Passing Warminster's now disused 1865 Masonic Hall, is the 1964 Austin Gypsy Pick-up, owned by Colin Cole.



2: Andrew White's 1972 ERF LV tractor unit and low-loader, passing through Bratton village.



3: Also seen in Bratton, this 1971 Commer TS3 tipper, owned by Tony Lodge, goes well with the older Commers in the livery of F Compton.



4: The 1937 Austin 10/4 Estate Van of John Pomeroy, founder and Life President of the CTP, is also seen in Bratton.



5: A newer preserved vehicle, but no less rare is the 1978 Leyland Octopus tipper of Andrew Heritage of Frome, seen passing through Seend village.

# Great Northern Steam Fair

**Keith Baldwin** headed north to the land of the Geordies for this event at the Beamish Museum, held 6-9th April. He says this is a big site, connected by a tramway system, with vintage trams working, as well as three small steam railways.



1: This Foden 6 ton J Type articulated tractor from 1930, from the preserved fleet of E & N Ritchie, is seen at Beamish.



2: Sentinel S4 waggon, WV 4705, is now in the livery of James Simpson & Sons, distillers of 'Old Banff' Highland Whisky.



3: Keith says something brings Laurel and Hardy to mind with this Model 'T' Ford van, finished in Simons Finest Pies livery.



4: This 1932 Leyland Bison dropside lorry was also seen at Beamish.



5: A charming little 1920 Vulcan charabanc, carrying the name 'Barrowgill'.

# Detling Delights

The South East Bus Festival and Heritage Transport Show at the Kent County Showground at Detling on 1st April 2017 produced the usual selection of interesting vehicles. **Mike Forbes** was there.



1: A nice pre-war Commer 30 cwt, FNX 353, a 1938 Buckinghamshire registration, nicely restored as a market gardener's lorry. There was a similarly-styled, but smaller, Hillman-based pick-up at the show as well.

2: David Vaughan took his recently-restored AEC Mandator tractor unit, FJK 154 (Eastbourne, 1959) to Detling.

3: Thames Trader, JMK 975B, in Dependable Delivery livery, was at the show, now carrying five Ford cars, a Corsair, Cortina Estate, two Anglia Estates and a van, which looks really great.

4: Another bus repatriated after service in Malta is this AEC Swift, once London Transport's un-loved SMS 274, but rebuilt by its Maltese operator, and now lovingly restored and brought to the show by Go Coach hire of Sevenoaks.

5: Beautifully restored to its original British European Airways livery is MLL 738, one of the AEC Regal IV half-deck coaches, operated for the airline by London Transport.

6: A nice line-up of East Kent double-deckers at Detling, with a Guy Arab IV and four AEC Regent Vs.

7: Lettered for the Ford Anglia 105E Owners' Club, Kent and South-East London Group, this van looked good on the club's stand.



# Jack's Hill Café Gathering

This year's gathering, held on Easter Sunday, 16th April, at Jack's Hill Café, on the A5, just north of Towcester in Northamptonshire, was a great success, with a record 110 lorries crammed into the car park, along with many motor-cycles and cars of other enthusiasts. **Mike Forbes** went along.



Above: John Pearson, in the classic Neville-bodied ex-Hoveringham Foden S21 eight-wheeled tipper, is greeted by organiser Glen Mc Birnie, as he enters the already full vehicle park.



Above: New on the scene is this Foden S36 eight-wheeled tipper, UFD 628G, in the livery of Truck Mixed Concrete of Ashfield. John Pearson is believed to have helped with the restoration by its operator to as-new condition.



Above: A 1980s classic, Kevin's Dennis's Leyland Roadtrain in BRS Truck Rental livery, rubs shoulders with an AEC Mercury box van, VNR 745, of Bee's Transport of Hinckley, which probably visited Jack's Hill Café regularly when it was working in the 1960s.



Above: A Bedford K Type, with the distinctive style of cab fitted in Australia, so it's been brought to the UK to rally. A single-cylinder stationary engine was being demonstrated in the dropside body.



Above: A Commer QX arrives, to join the Fodens, ERFs, Volvos and many other old and not so old lorries at Jack's Hill Café.



Above: One I hadn't seen before was this Bedford TK artic unit, EMT 186J, and single-axle trailer, in the livery of J M Dearman, of Hitchin, hiding behind the Volvo F7 tipper.



Above: Among the later arrivals at Jack's Hill Café was this ex-US Army Chevrolet tractor unit, which was towing a draw-bar tank trailer, unusually on twin wheels. This vehicle was seen again the following week at the Bicester Heritage 'Sunday Scramble', on which I'll be reporting next time.



Above: Seen pulling out is Richard Ford's Volvo F88, pulling a classic tilt trailer for Continental work and turning the clock back 30-40 years.

# Kirby Stephen - Brough

The Easter weekend saw **Keith Baldwin** making his way to the 19th Classic Commercial Vehicle Rally in Cumbria. He says it rained most of the day, but this did not detract from the good selection of vehicles on display, with the rally having a very good bus service taking visitors between the various sites. Sales stands seemed to be down in number, but given the weather, this was no surprise.



1: A 1960 Bedford J Type short wheelbase tipper. There was a long wheelbase version at the rally as well, which had been imported from New Zealand. 2: This late 1956 ERF LGK44 with the KV cab was originally supplied to Gardner Engines and, after a long operational life, has been preserved in that livery.

3: This 1938 Singer van is a real rarity and has been beautifully restored, as seen in our sister magazine, *Classic Van & Pick-up*, having surprisingly been repatriated from America.

4: A Scammell Highwayman ballast tractor complete with a living van, a combination which Keith says always looks good to him.

5: A 1938 Bedford WS 30 cwt van, a classic small delivery vehicle, on which the Luton van body appears to have been raised in height at some point in its career.



Above: Far from its original stamping ground, this 1939 AEC Mammoth Major MK 2 was new to Bath & Portland Stone and has been in preservation for many years.

Above: An S21-cabbed Foden four-wheeler, TEG 472, in fine fettle, the recent restoration of which was covered in one of our fellow classic commercial magazines.

## Motorfest

To round off this month, **Barry Fenn** visited Motorfest at Weston Park on Easter Sunday and found some interesting light commercials. We'll carry on with more reports from the early season rallies next month.



Left: A Morris Minor pick-up, with a matching trailer, built using the pick-up body from another Minor. This is a rare part, much in demand for restorations.

Middle: An Austin Maestro van, now a real rarity, especially in this sort of condition, carrying the name of the Black Country Classic Car Club.

Right: Another comparatively recent rarity, compared with Morris Minor vans anyway, a Marina van from the mid-1970s, obviously in the early stages of restoration.

# Leisure Lakes Rally

**Keith Baldwin** and **Barry Fenn** went to the Leisure Lakes Rally at Tarleton, near Preston, on Sunday 23rd April. They say it was a good start of season rally, with good weather, a wide ranging show, with all sorts of vehicles, a good number of the late William Hunter's collection, and plenty of all the family, including a small funfair and donkey rides...



1: A Bedford-Scammell OSS tractor unit, from the William Hunter collection, finished in the company's livery, JXC 6. This vehicle has an interesting history, starting life with London Transport, pulling a mobile canteen, which then went on to Liverpool Corporation, before ending up as it is now. Wonder where the canteen trailer is now? 2: A 1945 Austin K2, FWM 752, also from the Hunter collection, with a market gardener's body.

3: Contrasting with the Hunter Austin, this K2, WFX 360, in the livery of C Wade of Wigan, has the simpler wartime style of grille. 4: Keeping the Austin theme going, this K4 of R & D Abbott, MPC 469, represents the less common application of the type as an artic unit, as well as being fitted with a BMC Diesel badge. 5: A Trojan van, complete with Perkins Diesel badge, restored in the livery of J Wareing of Wrea Green.

6: A trio of Wareing's other vehicles, showing a contrast in size over the years, a Gardner-powered ERF B Series, B924 XVF, from 1984-5 and a Thames Trader, FTF 487B, from 1964, flank a Bedford WLG 2-tonner, BV 4912 of 1935. 7: Two from the preserved fleet of Miles fox of Clitheroe, AEC Mammoth Major 8 Mk III, JGH 204, and ERF 54G tipper, XWE 743G. 8: A Bedford OL platform lorry, FVJ 786 (Hereford, 1948), which it would be nice to think could stay in its current lightly-restored state.

# Rally Diary

Here is a selection of events being held during the coming month which we think will be of interest to Vintage Roadscene readers.

This year's season has already got off to its usual flying start, so here is the second of our 2017 Rally Diaries, covering the weekends between the publication dates of this and the next issue. If you're organising an event which would be of interest to Vintage Roadscene readers, please let us know the details for future diary pages. Let us hope the weather is kind and everyone enjoys their days out, wherever they go. Please let us know if you particularly enjoyed an event – or if you were disappointed – and don't forget to take your camera and if you see anything interesting, send us a picture for our future Rally Scene pages. We've widened the scope a little, to include some car, bus and tractor events which might include commercial vehicles as well, which we hope will be of interest to readers.

## MAY

**20th May** – Museum at Night, Beamish Museum, Stanley, Co Durham DH9 0RG, 0191 370 4000  
e-mail: museum@beamish.org.uk  
[www.beamish.org.uk](http://www.beamish.org.uk)

**20th May** – Pickering Game & Country Fair and Tractor Show, Scampston Hall, Malton, North Yorkshire Y017 8NG, 01751 200839  
e-mail: info@outdoorshows.co.uk  
[www.outdoorshows.co.uk](http://www.outdoorshows.co.uk)

**20th May** – Southern Classic Motor-cycle Show & Jumble, Kempton Park, Staines Road East, Sunbury on Thames, Middlesex TW16 5AQ, 01507 529529  
e-mail: akitchen@mortons.co.uk  
[www.kemptonparkautojumble.co.uk](http://www.kemptonparkautojumble.co.uk)

**20th-21st May** – Three Okefords Rally & Show, Blandford Road, Shillingstone, Dorset DT11 0SQ, 01258 861473  
e-mail: topsltd@hotmail.co.uk  
[www.threeokefordspreservationsociety.co.uk](http://www.threeokefordspreservationsociety.co.uk)

**20th-21st May** – Bon Accord Vintage Country Fair, Lyne of Skene, Aberdeenshire AB32 7DA, 01224 790195  
e-mail: baevents@baevents.com  
[www.ba-events.com](http://www.ba-events.com)

**20th-21st May** – Castle Combe Steam & Vintage Rally, Castle Combe Racing Circuit, Wiltshire SN14 7EY, 01454 294117  
e-mail: castlecombesteamrally@outlook.com  
[www.castlecombesteamrally.co.uk](http://www.castlecombesteamrally.co.uk)

**20th-21st May** – Anglesey Vintage Rally, Anglesey Agricultural Showground, Mona, Gwalchmai, Anglesey LL65 4RW, 07776 006111  
e-mail: angleseyvintage@hotmail.co.uk  
[www.angleseyvintagesociety.co.uk](http://www.angleseyvintagesociety.co.uk)

**20th-21st May** – Spring Running Day, Isle of Wight Bus Museum, Park Road, Ryde PO33 2BE, 01983 56796  
[www.iwbusmuseum.org.uk](http://www.iwbusmuseum.org.uk)

**21st May** – Isle of Wight Festival of Transport, Railway Station, Havenstreet, Isle of Wight PO33 4DS, 01983 882204  
e-mail: info@iwesteamrailway.co.uk  
[www.iwesteamrailway.co.uk](http://www.iwesteamrailway.co.uk)

**21st May** – Bus Rally and Running Day, The Wharf Bus Station, Chippenham, Wiltshire, 07746 412555  
[www.bristolbusevents.co.uk](http://www.bristolbusevents.co.uk)

**21st May** – Fenland Busfest, Whittlesey, Cambridgeshire, including free bus rides.  
[www.easternbusgroup.co.uk/busfest](http://www.easternbusgroup.co.uk/busfest)

**21st May**, 25th Annual Rally, The Oval, Bohemia Road, A21, Hastings.  
[www.1066.net/trolley](http://www.1066.net/trolley)

**21st May** – Woodhall Spa Country Show, Green Lane, Woodhall Spa, Lincolnshire, 07519 319910  
e-mail: info@woodhallspashow.co.uk  
[www.woodhallspashow.co.uk](http://www.woodhallspashow.co.uk)

**21st May** – How Many Left? Grampian Transport Museum, Alford, Aberdeenshire AB33 8AE, 01975 562292  
e-mail: info@gtm.org.uk  
[www.gtm.org.uk](http://www.gtm.org.uk)

**21st May** – Running day, The Scottish Vintage Bus Museum, Lathalmond, Fife, 01383 623380  
e-mail: eddie-taylor@tiscali.co.uk  
[www.svbm.org.uk](http://www.svbm.org.uk)

**21st May** – Chiltern Hills Vintage Vehicle Rally, Weedon Park, Weedon Hill, near Aylesbury, Buckinghamshire HP22 4NN, 01296 681530  
e-mail: j\_masters@btconnect.co.uk  
[www.chilternhillsrally.org.uk](http://www.chilternhillsrally.org.uk)

**27th May** – Lincoln Autojumble, Hanger 1, Hemswell, Lincolnshire DN21 5TJ, 07816 291544  
e-mail: lincolnautojumble@hotmail.co.uk  
[www.lincolnautojumble.com](http://www.lincolnautojumble.com)

**27-28th May** – AEC Rally and Bedford Gathering, Newark Showground, Lincoln Road, Winthorpe, Newark NG24 2NY, 01763 289191  
e-mail: secretary@aecociety.com  
[www.aecociety.com](http://www.aecociety.com)  
[www.bedfordenthusiastsclub.com](http://www.bedfordenthusiastsclub.com)

**27-28th May** – Truckfest South, Newbury Showground, Priors Court, Hermitage, Thatcham, Berkshire RG18 9QZ, 01775 768661  
e-mail: info@livepromotions.co.uk  
[www.livepromotions.co.uk](http://www.livepromotions.co.uk)

**27-28th May** – Stonham Truck Show, Stonham Barns Showground, Pettaugh Road, Stonham Aspel, Stowmarket, Suffolk IP14 6AT, 01449711111  
e-mail: info@stonham-barns.co.uk  
[www.stonham-barns.co.uk](http://www.stonham-barns.co.uk)

**27-29th May** – Launceston Steam & Vintage Rally, Fivelanes, near Altarnun, Cornwall PL15 7RR, 01566 779540  
e-mail: secretary@launcestonsteamrally.com  
[www.launcestonsteamrally.com](http://www.launcestonsteamrally.com)

**27-29th May** – Trolleydays, The Trolleybus Museum, Belton Road, Sandtoft, near Doncaster DN8 5SX, 01724 711391  
e-mail: trolleybusmuseum@sandtoft.org  
[www.sandtoft.org](http://www.sandtoft.org)

**27-29th May** – Smallwood Vintage Rally, Love Lane Farm, Betchton, Sandbach, Cheshire CW11 2TX, 07717457715  
e-mail: ruthlacraster5@aol.com  
[www.smallwoodvintagerally.co.uk](http://www.smallwoodvintagerally.co.uk)

**27-29th May** – Strumpshaw Steam Rally, Strumpshaw Hall, Strumpshaw, Norfolk NR13 4HR  
e-mail: hello@carringtonrally.co.uk  
[www.carringtonrally.co.uk](http://www.carringtonrally.co.uk)

e-mail: michael.curtis4@gmail.com  
[www.strumpshawsteammuseum.co.uk](http://www.strumpshawsteammuseum.co.uk)

**27-29th May** – Cuckoo Spring Fair, Laughton Showground, Laughton, East Sussex BN8 6BN, 01323 811264  
e-mail: laughtonshowground@gmail.com  
[www.heritagefield.co.uk](http://www.heritagefield.co.uk)

**27-29th May** – Chipping Steam Fair, Green Lane Showground, Chipping, Lancashire PR3 2TQ, 01995 61866  
e-mail: marketing@chippingsteamfair.com  
[www.chippingsteamfair.com](http://www.chippingsteamfair.com)

**27-29th May** – Selwood Steam & Vintage Rally, Southwick, near Trowbridge, Wiltshire BA14 9RJ, 07986 137871  
e-mail: jennholten@outlook.com  
[www.selwoodvintage.co.uk](http://www.selwoodvintage.co.uk)

**27-29th May** – Ashley Hall Traction Engine Rally, Ashley Hall Showground, Hale, Cheshire WA14 3QA, 01751 200839  
e-mail: info@outdoorshows.co.uk  
[www.outdoorshows.co.uk](http://www.outdoorshows.co.uk)

**27-29th May** – Overlord Show 2017, The Lawns, Denmead, Hampshire PO7 6HS.  
e-mail: info@solentoverlord.co.uk  
[www.overlordshw.co.uk](http://www.overlordshw.co.uk)

**27-29th May** – Enfield Pageant of Motoring, The Playing Fields, Great Cambridge Road (A10), Enfield, Middlesex EN1 3PL, 0208 367 1898  
e-mail: whitewebbsmuseum@aol.com  
[www.whitewebbsmuseum.co.uk](http://www.whitewebbsmuseum.co.uk)

**27th May-4th June** – Beside the Seaside, The National Tramway Museum, Crich, near Matlock, Derbyshire DE4 5DP, 01773 854321  
e-mail: enquiry@tramway.co.uk  
[www.tramway.co.uk](http://www.tramway.co.uk)

**28th May** – 15th Classic Cars in the Park, Hutton-in-the-Forest, near Penrith, Cumbria CA11 9TH, 01697 451882  
e-mail: info@markwoodwardclassicevents.com  
[www.markwoodwardclassicevents.com](http://www.markwoodwardclassicevents.com)

**28th May** – Festival of Transport, British Motor Museum, Banbury Road, Gaydon, Warwickshire CV35 0BJ, 01926 645029  
e-mail: events@britishmotormuseum.co.uk  
[www.britishmotormuseum.co.uk](http://www.britishmotormuseum.co.uk)

**28th May** – Bus & Coach Rally, Rural Life Centre, Reeds Road, Tilford, Farnham, Surrey GU10 2DL, 01252 795571  
e-mail: helen@rural-life.org.uk  
[www.rural-life.org.uk](http://www.rural-life.org.uk)

**28th May** – 59th Carrington Rally Steam & Heritage Show, Carrington, near Boston, Lincolnshire PE22 7DZ  
e-mail: hello@carringtonrally.co.uk  
[www.carringtonrally.co.uk](http://www.carringtonrally.co.uk)

Please check details with organisers before travelling long distances. Vintage Roadscene publishes this listing in good faith and cannot be held responsible for any changes or inaccuracies in the information given here.

**28-29th May** – Abergavenny Steam & Vintage Rally, Bailey Park, Park Road, Abergavenny, Monmouthshire NP7 5PR  
e-mail: arenasteward@abergavennysteamrally.co.uk  
www.abergavennysteamrally.co.uk

**28-29th May** – Festival of Country Life, Lamport Hall, Lamport, Northamptonshire NN6 9HD, 01604 686272  
E-mail: admin@lamporthall.co.uk  
www.lamporthall.co.uk

**28-29th May** – Motor Show, Ragley Hall, Alcester, Warwickshire B49 5NJ, 01527 831726  
e-mail: info@geminievents.co.uk  
www.classicmotorshows.co.uk

**28-29th May** – Running Days, The Transport Museum, Chapel Lane, Wythall B47 6JX, 01564 826471  
e-mail: enquiries@wythall.oeg.uk  
www.wythall.org.uk

**29th May** – 32nd Yorkshire Classic Vehicle Show & Land Rover Display, Ripley Castle, near Harrogate, North Yorkshire HG3 3AY, 01697 451882  
e-mail: info@markwoodwardclassicevents.com  
www.markwoodwardclassicevents.com

**29th May** – 'The Kettle'Autojumble, Church Farm, Kettleburgh, near Woodbridge, Suffolk IP13 7LF, 01728 724858.

**29th May** – Free Vintage Bus Rides, Oxford Bus & Morris Motors Museum, Old Railway Station Yard, Main Road, Long Hanborough, Oxfordshire OX29 8LA, 01993 883617  
e-mail: info@oxfordbusmuseum.org.uk  
www.oxfordbusmuseum.org.uk

## JUNE

**3rd-4th June** – Gardner Engine Rally, Huddersford Junction, Lichfield, Staffordshire WS13 8PX, 01949 860867  
e-mail: gardnerengineforum@blueyonder.co.uk  
www.gardnerengineforum.co.uk

**3rd-4th June** – Woolpit Steam Rally, Warren Farm, Wetherden, Suffolk IP14 3JX, 01449 737443  
e-mail: pceverson48@gmail.com  
www.woolpit-steam.org.uk

**3rd-4th June** – Malvern Land Rover Show & 4x4 Spares Weekend, Three Counties Showground, Malvern, Worcestershire WR13 6NW, 01697 451882  
e-mail: info@markwoodwardclassicevents.com  
www.markwoodwardclassicevents.com

**3rd-4th June** – 52nd Tinkers Park Steam Engine Rally, Hadlow Down, near Uckfield, East Sussex TN22 4HS.  
e-mail: info@tinkerspark.com www.tinkerspark.com

**3rd-4th June** – 45th Scottish Borders Historic Motoring Extravaganza, Thirlestane Castle, Lauder  
www.bvac.org.uk

**3rd-4th June** – Heskin Steam & Vintage Rally, Malt Kiln Farm, Tinklers Lane, Eccleston, Lancashire PR7 5QY, 01257 267433  
e-mail: nutyslack@hotmail.co.uk  
www.heskinsteamrally.co.uk

**3rd-4th June** – 3rd Vintage Rally & Country Show, Rough Grounds Farm, A361, Lechlade, Gloucestershire GL7 3EU  
e-mail: info@lechladecollectorsclub.co.uk  
www.lechladecollectorsclub.co.uk

**3rd-4th June** – South Molton Vintage Rally, Combesland Cross, South Molton, Devon EX36 3NW, 01271 378019  
e-mail: lindaregan@talktalk.net  
www.southmoltonvintagerally.co.uk

**3rd-4th June** – St Albans Steam & Country Show, Oaklands College, Smallford Campus, St Albans, Hertfordshire AL4 0XR, 07896 55597  
e-mail: enquiries@hertssteam.co.uk  
www.hertssteam.co.uk

**4th June** – Normous Newark Autojumble, Newark Showground, Lincoln Road, Winthorpe, Newark NG24 2NY, 01636 705796  
e-mail: info@newarkshowground.com  
www.newarkshowground.com

**4th June** – South Hants Vehicle Preservation Society Autojumble and Classic Car Show, Queen Elizabeth Country Park, Gravel Hill, Waterlooville, Hampshire PO8 0QE, 02392 613490  
www.shvps.org.uk

**4th June** – Open Sunday, Bridgeton Bus Garage, Fordneuk Street, Glasgow G40 3AH, 0141 554 0544  
e-mail: info@gvvt.org  
www.gvvt.org

**4th June** – 35th Annual Tyne-Tees Run, Stockton to Gypsies Green Stadium, Seafront, South Shields, Tyne & Wear NE33 2LD, 01324 894564  
e-mail: info@hcvfs.co.uk  
www.hcvfs.co.uk

**4th June** – Tavistock Steam & Vintage Fair, Wharf Car Park, Plymouth Road, Tavistock, Devon PL19 8AT, 01752 878968  
e-mail: rodney.ford@hotmail.co.uk  
www.therobeytrust.co.uk

**4th June** – 18th Hardy Country Classic Tour, Hampton Farm Business Park, Higher Bockhampton to Weymouth, Dorset DT2 8QH, 01305 260038  
e-mail: nickaplin336@btinternet.com  
www.transportofyesteryear.com

**4th June** – Classic Motor Show, Madeira Drive, Brighton BN2 1AE, 01527 831726  
e-mail: info@geminievents.co.uk  
www.classicmotorshows.co.uk

**4-5th June** – Innishannon Steam and Vintage, Innishannon Showground, Co Cork, Ireland, 00353 21 4775808  
www.isvrally.com

**10-11th June** – Silloth Vintage Rally, Silloth Green, Cumbria CA7 4BT, 07775 686857  
e-mail: info@vintagerally.co.uk  
www.vintagerally.co.uk

**10-11th June** – 10th North Rode Vintage Rally, Station Road, North Road, Bosley, near Congleton, Cheshire CW12 2PH, 07759 603168  
e-mail: jackie@branson41.fsnet.co.uk  
www.nortroderally.co.uk

**10-11th June** – Stoke Row Steam Rally, Hill Bottom, Whitchurch Hill, Reading, Berkshire RG8 7PU, 01344 486634  
e-mail: amandawaistell@yahoo.co.uk  
www.stoekrowsteamrally.com

**10-11th June** – Belper Steam & Vintage Event, Salterwoods Meadows, Street Lane, Denby, Derbyshire DE5 8NE, 07803 902053  
e-mail: info@belpersteam.co.uk  
www.belpersteam.co.uk

**10-11th June** – West Bay Vintage Rally, The Showground, West Bay Road, Bridport, Dorset DT6 4EG, 07918 961095 e-mail: wdtsec@hotmail.com  
www.wdtsec.com

**10-11th June** – 40th Aldham Old Time Rally, Chalkney

Meadow, Colchester Road, White Colne, Essex CO6 2PP.  
e-mail: secretary@aldhamrally.co.uk  
www.alldhamrally.co.uk

**10-11th June** – Classic & Vintage Commercial Show, British Motor Museum, Banbury Road, Gaydon, Warwickshire CV35 0BJ, 01926 645029  
e-mail: events@britishmotormuseum.co.uk  
www.britishmotormuseum.co.uk

**10-11th June** – 40th South Tyne Rally, Tynedale Park, Corbridge, Northumberland NE5 5AY, 07555 106211  
e-mail: sttes@hotmail.co.uk  
www.corbridgesteamrally-sttes.com

**10-11th June** – Fir Park Show, Fir Park, Market Rasen, Lincolnshire LN8 3YL, 07767 092615  
e-mail: firparkairport@live.co.uk

**10-11th June** – Slaidburn Steam & Vintage Vehicle Display, Hark to Bounty Inn, Slaidburn, Lancashire BB7 4EP, 01200 446605  
e-mail: cptmcnamee@gmail.com  
www.slaidburnsteam.co.uk

**10-11th June** – Whitwell Steam & Country Fair, Mansell's End Farm, Bury Lane, Codicote, Hertfordshire SG4 8XY, 07833 532758  
e-mail: richard.hill@whitwellsteam.com  
www.whitwellsteam.com

**10-11th June** – Wiltshire Steam & Vintage Rally, Rainscombe Park, Oare, near Marlborough, Wiltshire SN8 4HZ, 01672 563525  
e-mail: dencoombesmsty@btinternet.com  
www.wapg.co.uk

**10-11th June** – Yorkshire Trucking Spectacular, Driffield Showground, Kelleythorpe, Driffield YO25 9DN, 01775 768661  
e-mail: info@livepromotions.co.uk  
www.livepromotions.co.uk

**10-11th June** – Neath Steam & Vintage Show, formerly at Cefn Coed Colliery, Llwynfelin Farm, Neath Road, Crynant, Glamorgan SA10 8SP, 07971 167651

**11th June** – Classic Transport Gathering, The National Tramway Museum, Crich, near Matlock, Derbyshire DE4 5DP, 01773 854321  
e-mail: enquiry@tramway.co.uk  
www.tramway.co.uk

**11th June** – Copythorne Steam & Vintage Rally, The Scout field, Romsey Road, Copythorne, Southampton SO40 2NZ, 02380 814102  
e-mail: joyselwood@outlook.com

**11th June** – Southsea Spectacular bus rally, Southsea Common, Portsmouth.  
www.southernbusevents.co.uk

**11th June** – 26th Festival of Transport, Stockwood Park, Luton, Bedfordshire  
e-mail: infocvpg@aol.com  
www.cvpg.net

**11th June** – Festival of Transport, The Bus Depot, Broad Street, Barry CF62 7AH, 07733 302242  
www.ctpg.co.uk

**11th June** – Open Day and Model Transport Exhibition, South Yorkshire Transport Museum, Waddington Way, Aldwarke, Rotherham S65 3SH, 0114 255 3010  
e-mail: info@sytm.co.uk  
www.sytym.co.uk

**11th June** – 49th East Coast Run, East Park, Hull to Cliff Top, Sewerby.  
e-mail: events@eytcc.org.uk

**SCOTT'S GREYS OF DARLINGTON – 'GLORIOUS RUNS & SAFE RETURNS'**  
**BY KEITH KITCHING**  
**PUBLISHED BY THE AUTHOR**  
**07949 408472 (LEAVE A LAND LINE NUMBER FOR A RETURN CALL TO A TEXT)**  
**E-MAIL: SCOTSGREYS@TISCALI.CO.UK**  
**£19.95 + £3.50 POSTAGE IN UK.**

Long-term readers will remember Keith's interesting and often amusing stories of his days driving buses and coaches, as well as his articles on Scotts Greys in *Vintage Roadscene*. This book includes much more from his researches since. His own history with Scott's Greys goes back to when he was 15 years old and worked in the booking office, later returning as a coach driver.

Keith and his wife own RHN 548, a

1952 14 seat Plaxton bodied Austin coach, new to Scott's Greys and preserved its livery. This led to Keith writing the company's history.

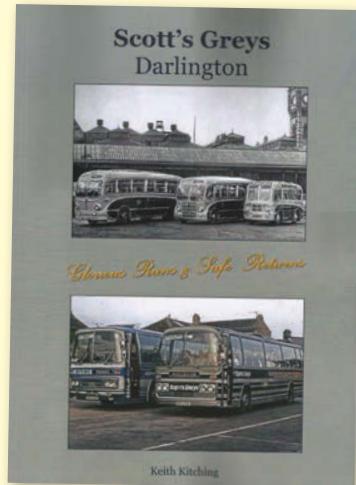
Scott's Greys brings back memories to Darlington folk for many reasons. For over 50 years, Scott's Greys coaches had the company logo 'Glorious Runs & Safe Returns' on the back. Fred Scott started in 1919 with horses and carts, but motor lorries were soon carrying passengers at weekends and the Scott's Greys legend was born.

Scott's Greys was the first to operate regular passenger service from the North East to Blackpool. When Fred Scott died in 1952, haulier Reg Hunter bought the business, and the company continued to grow with operating licences for over 200 excursions in the 1970s.

In 1981, Reg Hunter retired and sold Scott's Greys to a Brighton-based businessman. He changed the company to a travel agent, which happened to operate coaches, and the company was run down until 1992, when a court judgement forced 'Scott's Greys Travel Limited' to cease trading, a sad and disgraceful end to one of Darlington's most respected independent transport companies.

This book tells the fascinating history of the company, which all transport enthusiasts will enjoy reading. The book also tells the story of the haulage side of the business, R A H Transporters, plus two Darlington coach operators, GNE Motor Services and Brownings coaches, both taken over by Scott's Greys.

Keith has published the book himself, which at the moment can

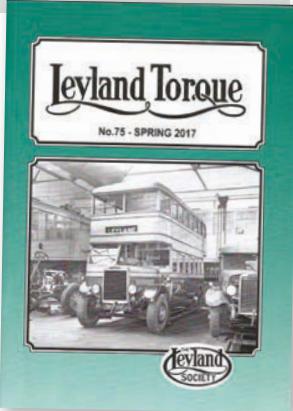


only be ordered direct from him. It is an A4 sized 'paperback' with over 270 black and white and colour photos, which help to tell the story, and is thoroughly recommended.

## LEYLAND TORQUE - NO 75, SPRING 2017

PUBLISHED BY THE LEYLAND SOCIETY LTD, C/O VALLEY FORGE, 213 CASTLE HILL ROAD, TOTTERNHOE, DUNSTABLE, BEDFORDSHIRE LU6 2DA

Available free to Leyland Society members - £27 per annum, application forms from the Membership Secretary, 37 Balcombe Gardens, Horley, Surrey, RH6 9BY or via the website [www.leylandsociety.co.uk](http://www.leylandsociety.co.uk)

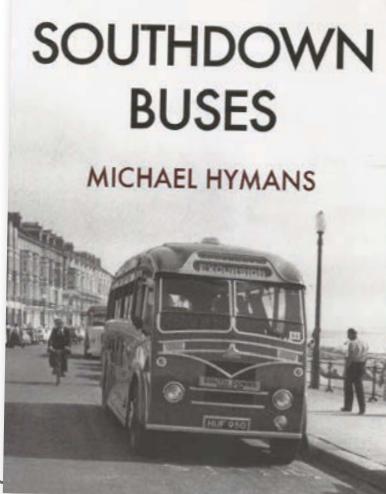


Leyland Torque is The Leyland Society's quarterly magazine. This issue includes the regular news about the society, including the AGM and news of the Leyland Gathering at Old Warden on 9th July 2017, there is 'What Leyland's Doing' now at the factory plus, as a change from the usual pictorial 'Leyland Lorries for Loads', pictures of early goods vehicles and some early adverts, as well as 'Food for Thought', 'Odd Bodies', members' letters. Features in this issue include 'What Might Have Been', some artwork of styling proposals, some details of the Titan TD2 double-decker demonstrators, County Motor Services Titans and the Leyland Badger Cub. With lots of interesting pictures and information about these vehicles, Leyland enthusiasts really should join the Society and read Leyland Torque, plus the annual Leyland Journal.

## SOUTHDOWN BUSES

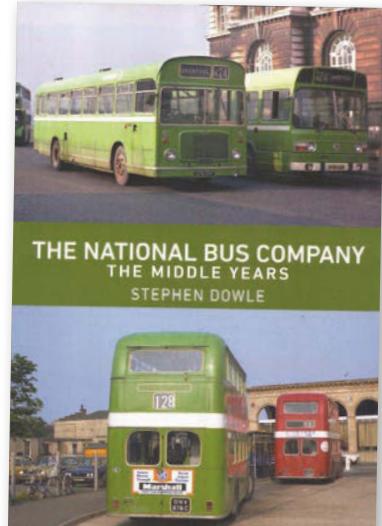
BY MICHAEL HYMANS, AMBERLEY PUBLISHING THE HILL, MERRYWALKS, STROUD, GLOUCESTERSHIRE GL5 4EP [WWW.AMBERLEY-BOOKS.COM](http://WWW.AMBERLEY-BOOKS.COM) ISBN: 978-1-4456-6300-5 £14.99

This is the first of several new books published by Amberley this month. With a brief historical introduction to the much-loved Southdown Motor Services, this book collects together 200 previously unpublished black and white photographs, taken by Peter Funnell of Seaford, with a few from A M Lambert, who provided some of the information for the captions. The pictures nearly all date from the 1950s, so only a couple of 'Queen Mary' double-deckers, but there is an interesting selection of vehicles dating from the 1930s to the 1950s, showing the development of the fleet. The pictures are mainly two to a page and well reproduced within the usual Amberley format.



## THE NATIONAL BUS COMPANY - THE MIDDLE YEARS

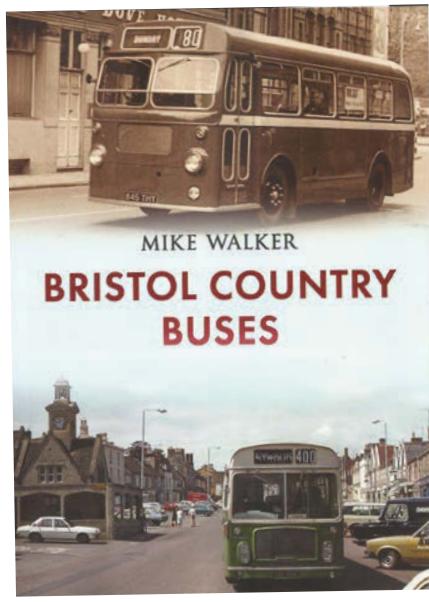
BY STEPHEN DOWLE, AMBERLEY PUBLISHING THE HILL, MERRYWALKS, STROUD, GLOUCESTERSHIRE GL5 4EP [WWW.AMBERLEY-BOOKS.COM](http://WWW.AMBERLEY-BOOKS.COM) ISBN: 978-1-4456-6482-2 £14.99



This is a nostalgic look at NBC in the 1970s, when the company had developed its overall look, but the bus industry was in decline. As described in the introduction, the author worked for Bristol Omnibus Company but, as an enthusiast, travelled all over the country taking pictures. There are 180 here, a third of them in colour, showing NBC's buses and coaches, mostly in the corporate livery of the time, still with an interesting assortment of different types. Again, two to a page, with informative captions, this book will no doubt bring back happy memories for enthusiasts, in spite of the obvious difficulties in that decade – as the Chinese would say: 'interesting times'.

## BRISTOL COUNTRY BUSES,

BY MIKE WALKER  
AMBERLEY PUBLISHING  
THE HILL, MERRYWALKS, STROUD,  
GLOUCESTERSHIRE GL5 4EP  
WWW.AMBERLEY-BOOKS.COM  
ISBN: 978-1-4456-5269-6 £14.99



MIKE WALKER

## BRISTOL COUNTRY BUSES



The book follows the same author's Bristol City Buses, looking at the vehicles used by the company on services mainly outside the city, which became the Badgerline operation in the 1980s. This book contains 180 pictures of Bristol's buses from pre-war days up to that time, many showing the areas through which they ran, a number in colour from the 1960s onwards, showing variations in the vehicles and their liveries. The author, who worked for the company himself, introduces the book with an overview of operations between the war and deregulation. Fans of Bristol/ECW buses and coaches, as well as those interested in this company's operations will enjoy this book.

## DINKY TOYS,

BY DAVID BUSFIELD,  
AMBERLEY PUBLISHING  
THE HILL, MERRYWALKS,  
STROUD, GLOUCESTERSHIRE  
GL5 4EP  
WWW.AMBERLEY-BOOKS.  
COM  
ISBN: 978-1-4456-6580-1  
£8.99

Rightly another in the 'Britain's Heritage' series, this book looks at a series of toys now collected by many enthusiasts. Covering the history of the range from pre-war days to the sad demise of Meccano in 1979, the book concentrates on the post-war models from the 'golden years' of the range.



Along with plenty of pictures and descriptions of examples of the different type available, there's lots of information about these popular model vehicles, their background and ideas about collecting them, to suit those already bitten by the bug or wishing to find out more about this fascinating hobby.

## THE MERSEY ROAD TUNNELS - THE FIRST EIGHTY YEARS IN PICTURES

BY PETER JACKSON-LEE  
AMBERLEY PUBLISHING THE HILL, MERRYWALKS,  
STROUD, GLOUCESTERSHIRE GL5 4EP  
WWW.AMBERLEY-BOOKS.COM ISBN: 978-1-4456-6834-5  
£12.99

Something a little different, this book tells the story of the Queensway and Kingsway tunnels under the Mersey, between Liverpool and Birkenhead in the first case, opened in 1934, and Wallasey, opened in 1971. There are plenty of details about the design, building and opening of each tunnel, along with the background to why they were built, in the first case almost literally by hand, contrasting with the much more mechanised construction of the second. There are plenty of illustrations of the work in the book, along with discussion of the drainage, ventilation, emergency exits and much more. I would perhaps have appreciated more maps or plans showing the location of the tunnels, but the book does tell the fascinating story of these important and iconic engineering achievements.

## THE MERSEY ROAD TUNNELS

THE FIRST EIGHTY YEARS IN PICTURES



PETER JACKSON-LEE

## CORVETTE

### - THE RISE OF A SPORTSCAR,

BY MARK EATON  
AMBERLEY PUBLISHING, THE HILL, MERRYWALKS,  
STROUD, GLOUCESTERSHIRE GL5 4EP  
WWW.AMBERLEY-BOOKS.COM  
ISBN: 978-1-4456-6445-3 £14.99

Another book outside the usual scope of this magazine, but interesting, as it covers the 60-odd years of the Chevrolet Corvette, with plenty of details of the marque. From its introduction in 1953 and how it fitted into the market, through the days when it was seen as a 'muscle car', to its class-winning exploits at Le Mans, to the latest C7 supercar, including the development of both the mechanical side and styling, to suit the changes in tastes and requirements, as a result of fuel crises and emissions regulations cramping the style of this performance car. As a Corvette owner, the author is able to give a personal view of the highlights of a car which has carved its own niche in automotive history.

MARK EATON

## CORVETTE

THE RISE OF A SPORTS CAR



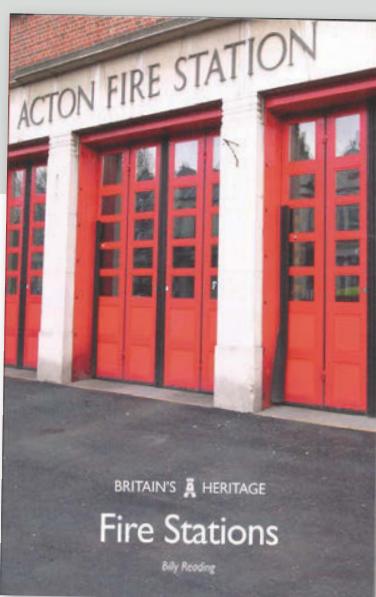
## FIRE STATIONS,

BY BILLY READING  
AMBERLEY PUBLISHING, THE  
HILL, MERRYWALKS, STROUD,  
GLOUCESTERSHIRE GL5 4EP  
WWW.AMBERLEY-BOOKS.COM  
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## FIRE STATIONS,

BY BILLY READING  
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GLOUCESTERSHIRE GL5 4EP  
WWW.AMBERLEY-BOOKS.COM  
ISBN: 978-1-4456-6582-5 £8.99

This book is part of a new 'Britain's Heritage' series from Amberley. As a background to the development of the buildings themselves is covered, with the history of fire services themselves, from the early days, the setting up of insurance fire brigades, then the 'municipalisation' to the introduction of purpose-built fire stations. Although country stations have always been much simpler buildings, these tended to express civic pride in Victorian days, but developed through the twentieth century, and wartime, to suit the requirements of such an emergency service and be easily identified by their necessary features. An interesting background for enthusiasts of fire-fighting vehicles.



BRITAIN'S HERITAGE

## Fire Stations

Billy Reading

## ROSS GARAGES – 1 DONE IT WRONG AGAIN DAD!

In recent issues, various references to Ross Garages of Cardiff evoked a memory for me. In the early 1960s, I was driving along Wincobank in Sheffield, as I recall, to load in the night at Steel, Peech & Tozer at Rotherham, when I passed Ross Garages' Sheffield depot on my left (now a shopping centre).

Being of an inquisitive nature, I spotted a fitter changing a wheel on a tandem-axle trailer. He had run the inner wheels up onto a railway sleeper, exposing the outer wheels. Thus, it was not necessary to manhandle a trolley or bottle jack. Oh, what a good idea, I thought, I must store that in my 'fountain of knowledge'.

Now fast-forward about 3-4 months. I was barrelling merrily along the 'Hog's Back' in my ERF A Series, with a tandem-axle trailer loaded with a 'Lancashire flat', on which

was Irish peat, from Sharpness Docks to a garden centre in Guildford. All was well with the world, as we had started going 'over the water', and a trailer awaited me back in the yard with six drops around Belgium and Holland. So exciting for a young 'cab-happy' fellow. My lump of foam and my hinged plywood 'sleeper cab' were neatly wrapped around my 'Gaz' cooker.

Oh, then I heard 'Bang, Shlap-shlap' - a blow-out on the nearside (thankfully) rear of my 4x2 tractor unit. Oh, no problem, said I. I found a safe place to pull up, confident that I carried a spare wheel and nothing was going to beat me! So I placed a lump of wood at the rear of the trailer, professionally (as one did) and proceeded to drop the spare wheel.

Now, who's a clever boy, I dipped into my fountain of knowledge and ran the unit's nearside inner drive wheel up onto timber baulks, thereby exposing the wheel with the remnants of a tyre. No problem, said I,

as I fetched the wheel-brace and lump of scaffold tube from behind the seat, and proceeded to 'break' the wheel-nuts, by jumping up and down on the scaffold pole, whistling a happy tune, so pleased with myself.

First wheel-nut, 2, 3, 4, 5, 6, 7, 8, 9 – suddenly, urch, creak, slight lurch – you are ahead of me, fine folk! I can assure you, I hold the world record for re-tightening wheel-nuts! Who's a 'dipstick', I thought to myself and expressed verbally, as you do...?

So, off the blocks and out with my big bottle jack, which I should have used in the first place! Well, a lesson learned – patience and perseverance, and do the job properly.

The problem is, I am now 74 years of age and still up and down the track, UK and Europe – and loving it and still learning. Shiny side up.

**Douglas Vick, Cheltenham Spa.**

## ROSS GARAGES – 2



I was glad you were able to use my brief insight into Ross Garages in Issue 210 of *Vintage Roadscene*, as it was an excellent firm that was worthy of mention. The enclosed extract from the company's advertising literature of the 1960s shows an Atkinson LI786X eight-wheeler, which would have been typical of the fleet at the time.

My pleasure was further compounded by the muck-shifting memories, together with his impressive pictures, from M Hoblyn, as I had spent several years on similar work myself. As can be seen from my picture, his original employers, W & C French Ltd were still having tipper mishaps some 20 years later. The driver of the Foden had taken off down the motorway construction site having forgotten that the tipping gear was still engaged from the previous evening.

**Adrian Cypher, Swindon.**



### BILLY SMART'S AECS

Good to see you on Sunday at Jack's Café. Congratulations on a superb publication, Circus Transport.

Smarts had twelve AEC Mammoth Major Mk V eight-wheeler trucks, which were replacements for the 1967 season. These were:

- **709 BFW** – Van body, Electrical Department.
- **6877 MV** – Flat for Canvas Big Top.
- **VWN 670** – Canteen Van.
- **VWN 671** – Frame Body for stable partitions.
- **VWN 672** – Flat for Canvas animal tent.

- **VWN 673** – Frame Body No 50 for seating.
- **VWN 675** – Van for Props etc.
- **VWN 678** – Flat Heating units.
- **VWN 679** – Frame Body No 48 for seating.
- **YCY 437** – Frame Body No 45 for seating.
- **YCY 438** – Frame Body No 47 for seating.
- **YFW 843** – Dropside with container Advance King Pole unit.

Attached are photographs of the three flats and four framed seating vehicles.

**Alan Wilson, Northampton**



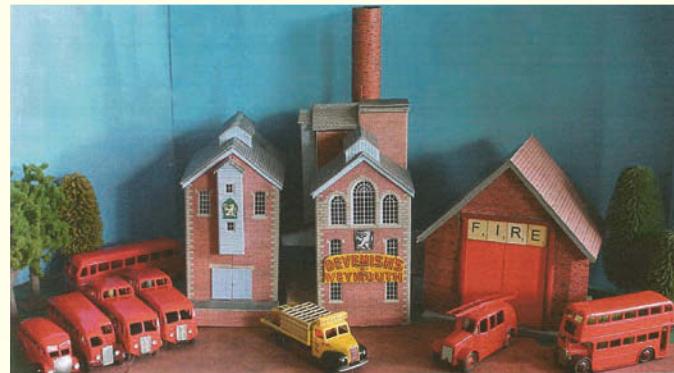
## DINKY TOYS PRESERVATION

As we all know, there are thousands of slightly elderly citizens who once had a vast collection of Dinky Toys during the 1950s and 1960s. As for myself, I probably had nearly 100 and like many others, I ask myself where did they go?

Today, they are expensive, hard to find and often in a very bad condition. It is just a little more acceptable to give those which are beyond all hope a rub-down and a coat of Humbrol!

Recently, I found a few to suit the occasion and made them look a little better, even if in the wrong colour. Now if anyone should find a 1949 Guy Vixen Slumberland Van, as seen in the picture, in mint condition in its original box, it might be worth £1,000 – do not give it a coat of paint.

My favourite commercial vehicle, the 'Fordson Thames'



was everywhere in the 1950s and 1960s. Yes, I had the pleasure of driving them. Ask anyone today to drive the faithful Fordson at random, they might just find the situation slightly difficult. Of course, my most treasured Dinky Toy is the 1951 Thames Flat Truck.

Some other Dinky Toys rescued and restored, their problems not ignored, from left to right, a pre-war Streamlined coach, which looks bright, a Half-cab, Observation Coaches and Duple Roadmaster, to knock 'em dead, the Fordson Thames, now a brewer's dray, an old fire engine in its bay, and a handsome Leyland double-deck bus, saved from disaster, once a perfect wreck, 'Made in England, to travel far – lorry, bus and motor car.

**Terry Giles, Trowbridge**

## WHO WAS THE PIONEER?

The Leyland beer tanker at the top of page 18 in *Vintage Roadscene* for March 2017 could well have a tank manufactured by APV. This was the acronym for Aluminium Plant and Vessel Ltd, manufacturers of brewing equipment and therefore with plenty of experience in the welding of aluminium, so how appropriate it should have made a beer tank for a lorry chassis!

I'm interested to have read Robin Hannay's letter in the same issue regarding the publication "The Rare Ones – Guys and Others" concerning Guy Motors and its 'buses, particularly the Wulfrunian and 'tin front'. It is true that both were produced early in post-war psv development, but let us not forget the pioneers of omnibus design, the Birmingham and Midland Motor Omnibus Company, or BMMO.

The Wulfrunian of 1959 was an interesting design, but Guy was not the first with most of the features mentioned by Mr Hannay. Six years earlier, BMMO in conjunction with Metalastik of Leicester, produced the S14 single-decker of chassis-less integral (or monocoque) construction with an advanced, more comfortable non-metallic rising-rate suspension, independent at the front. Its own engine was used under-floor, with automatic transmission, plus disc

brakes, and a C5 coach derivative followed in April 1958; a double-deck version, the D9, was built by August 1958, in which all the features except the under-floor engine were repeated and the wheelbase was trimmed by 4½ inches to give a compact turning circle.

This would have appeared immediately after the S14, but 'bus legislation did not catch up with its 30 foot length until 1956. Both types paved the way also in composite materials for road vehicles, because the production versions had a front end, roof and some panels of glass-reinforced plastic. One-man-operation facilities were built into the S14 design from 1956. It was so radical that it received the accolade 'Bus of the Year 1953'. The Wulfrunian was therefore not quite "the most advanced specification of any double-deck 'bus in the world and a quarter of a century before it was equalled", because BMMO had already done most of it in the D9 and then subsequently its front-entrance version the D10!

The first fully-enclosed radiator (or 'tin front') appeared on a development vehicle built at Bearwood depôt before the end of World War II, designated a BMMO SOS '1944 REDD' (Rear Entrance Double-

Deck), which had Weymann bodywork, becoming the new double-deck 'D1' prototype, before it went into service in 1945, registered HHA 1. Another early item which appeared on this vehicle, probably also 'original', was the fitting of electric platform doors in 1949, a feature incorporated into the company's first post-war production double-deck omnibus

This vehicle was used as the basis for BMMO's D5, the first examples of which entered service with their 'tin front' in July 1949, before the Guy version was even designed for Birmingham City Transport, so I would suggest a modification to Robin Hannay's statement to read: "designed by BMMO for itself and subsequently copied by Guy Motors and other manufacturers".

It can be seen, therefore, that the pioneering company at the fore-front of technological development in omnibuses was situated, not at Fallings Park, Wolverhampton, but Bearwood Depôt and Carlyle Works, Birmingham!

**David Williams, Stamford.**

*BMMO was always the innovator, but built its vehicles only for its own use. Perhaps if we added "for the open market" to Robin's claims for Guy being the first, this would keep everyone happy?*

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## BILLY SMART'S BUS

I thoroughly enjoyed 'Circus Transport', but pedantry forces me to point out that the Billy Smart's bus, picture 4 on page 17, was not an AEC Renown, but a 'homemade' LGOC 'CC' Type, originally LT1203, one of four of these six-wheelers built by London's bus company itself.

**Lewis Burrell, Risca, South Wales**

*I stand corrected – that's why I couldn't find it in the listings of London Transport's Renowns – I should have known. There were various detail differences between this one and the AECs which followed.*

## MORE CIRCUS TRANSPORT

Something a bit different, some classic lorries still working. Passing a field at Sutton Hill, Telford, I saw Jolly's Circus and stopped to photograph these interesting vehicles, which are still working for a living, a Foden S80 – possibly a stretched tractor unit chassis, with a box van body – an ERF A Series ballast tractor with a van body, a similarly-equipped Ford D Series and three with box bodies, dating from 1967 to 1972. They're not doing badly for their age, are they?

**Barry Fenn, Telford**



## BEDFORD TK RECOGNISED

I am writing initially to let you know I can answer your request for information on the Bedford TK tractor unit in the photograph on page 75 of the May issue of *Vintage Roadscene*, and will do so as soon as possible with a photograph(s) of it, complete with trailer, for you to include in a subsequent issue if you wish (*Yes please, we're looking forward to that – Ed.*).

As it happens, it has been the subject of a model I made about 15 years ago, as part of my collection of vehicles to represent the transport vehicles of the Scottish & Newcastle Breweries Ltd conglomerate.

My late wife's father joined Wm McEwan & Co on coming out of the army, and this

company became part of S & N, from which he eventually retired and I am attempting to build up an archive on the company's transport and have so far made about 128 models. Subtleties of make, variation and livery detail are a nightmare and I sometimes laugh at myself for suffering from a kind of madness that keeps me sane!

The model to which I refer can now be tweaked, as I did not have a rear view of the TK cab and, what is more, I will do it prior to exhibiting it in the National Association of Road Transport Modellers display at the Gaydon show. I think I have had it there before, but this time it will be more authentic!

*Vintage Roadscene* really is fantastic, I've kept them all, and the article on Mallaig and

Aberdeen is truly wonderful and another coincidence. Some pals and I are putting on a model show for charity soon in Fort William. Kevin Green, who organises the NARTM contribution to the Gaydon show, is exhibiting and we are fitting in his first visit to Mallaig as part of that!

**George Douglas, Edinburgh**

*Can we expect to see some models of Scottish fish lorries now? Malcolm Bates has suggested that the Bedford TK in our picture could have been experimentally fitted with a Deutz air-cooled engine, when this company was attempting to get into the UK market in the late 1960s, but we look forward to your explanation and further pictures...!*

## WATER COMPANY CRITICISM

Malcolm Bates's articles always vary between the delightful and the infuriating and, while I appreciate it is part of his way to be controversial, part of Issue 209's article fell into the latter category.

The water might fall from the sky, but it doesn't get treated to make it safe to drink, stored or distributed under pressure by magic.

Water companies do have systems that inform about drops in pressure on the network. For one thing it helps detect leaks so they can be dealt with; if nothing was done about that there would rightly be plenty of criticism.

If you help yourself to something that other people are paying for, theft doesn't seem an altogether unreasonable term. How you get it legally is bit trickier, but not impossible, you can hire a standpost and access the supply at nominated points, all right for defined routes locally but not so suitable for a long trip across different companies' areas.

Not all water companies were privatised, a few were already privately run before 1989. Much as many of us dislike the idea and effects of privatisation, some water networks were not getting enough investment before and nowadays rigorous regulation ensures that maintenance and pricing comes under detailed scrutiny. Yes, really.

Lastly for someone who often highlights how workers were and are abused, the term 'little man' is pretty derogatory when it refers to someone who is out in all weathers and hours keeping the supply maintained and the customers happy.

Otherwise, still enjoying every issue of the magazine!

**Quentin Gallagher, Waterlooville**

*I quite understand where you're coming from, but I'm afraid most of us have a rather low opinion of the privatised companies. For example, they tell us not to waste water, when the mains in our village regularly spring leaks and instead of renewing them properly, they just get a contractor in to 'bodge' them yet again. Profits first?*

*I think Malcolm was just trying to contrast the situation today with what things were like when steam lorries were in regular use, but I'm sorry if some of the comments have upset you. Believe me, we know how it feels to receive criticism we feel is unwarranted!*

*Glad you're still enjoying the magazine otherwise!*

## NAMES RECOGNISED

With reference to 100 Years of East Kent in Issue 209 of *Vintage Roadscene*, the Leyland PSI coach, CFN 69, owned by Gleeson of North Cheam, carried a familiar name to me. Living in Croydon, you didn't have to go far before seeing the Gleeson name. The company's heavy plant yard was located at Mitcham Junction and the company sports ground was in Cheam Village. Mr Gleeson came from Ireland over 100 years ago, and his company became one of the largest civil engineering contractors in the UK, building roads, airfields, power stations and dams.

The Leyland TS7 coach, DXV 740, and its sister vehicle, DXV 741, were supplied to East Kent by the MT Company in 1937. The Mechanical Transport Company of New Cross was a coach operator and vehicle dealer.

**H Daulby, Croydon.**

## ECURIE ECOSSE TRANSPORTED

I liked the photo from Vic Capon of the Ecurie Ecosse transporter on the low-loader and thought it was a pity that it wasn't travelling under its own power, but I suppose you can hardly blame the owner. I have the TS3-powered Commer QX, LDL 345, and it always worries me when I see the way some numpties drive these day, but I then had another thought. It was probably because of the insurance, knowing the price paid for it, you would obviously want fully comprehensive insurance, which I'm guessing would be astronomical.

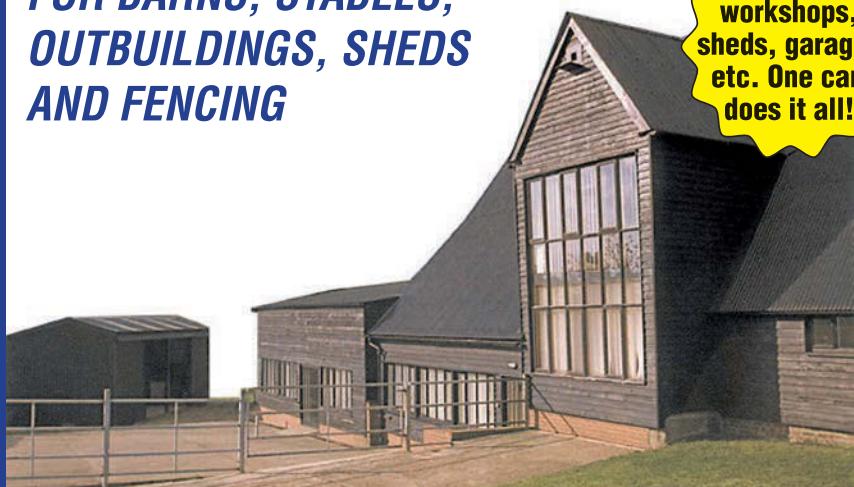
Thanks for a great magazine, I have been a reader since the first issue.

**Richard Owen, via e-mail**



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## WORKING FOR EARLE'S CEMENT

While still playing 'catch up' with back numbers, I couldn't help my attention being grabbed by the article in Vintage Roadscene 199 on Earle's Cement. What a great article by John Wheeler and he was spot on. The firm – and also later Blue Circle – was a good company to work for and looked after their employees.

My Dad learned to drive lorries while in the Coldstream Guards just after the war. He left the army in 1952 and a year later managed to secure a job driving for Earles at Hope Works.

His first lorry was an ex-services Bedford QL. Then he eventually drove a four-wheeled Foden, fleet no 195. The first lorry that I can remember him driving was the Foden tanker used in the article by John, fleet no 623, which I presume must have come second-hand from Hull.

Dad then moved onto an eight-wheeled Foden bag lorry, fleet no 511, before he obtained his first brand new lorry – an LAD-cabbed Leyland Octopus, 915. This lorry was unique to Hope Works, but had a sister at Hull, which I believe was fitted with a 680 engine – something Dad was promised, but never got.

After a number of years, Dad got tired of hand-ballling 1 cwt bags of cement and moved to the works quarry, driving dumpers. The drawback meant working shifts. I visited Dad a number of times while he was in the quarry, which I found



to be a fascinating but scary place, especially the crusher.

Despite this, I missed seeing Dad on the road, but happily for me, after a few short years, he returned to the road.

Dad then drove a number of Bedford TK and TM bag lorries, but because of his stint in the quarry, he had lost his seniority in relation to obtaining a bulker.

After some time, a vacancy became available at Blue Circle Tunstead depot near Buxton, which ran an all-tanker fleet, so Dad moved there.

His first couple of lorries were Scammell Routeman eight-wheelers, but his final wagon was probably his favourite, a Leyland Constructor. The depot eventually closed and Dad took redundancy.

He passed away in May last year (2016), five weeks after Mum. I mentioned at his funeral how he would take my brother, my sister and me, in turns, out on the road in his lorries. It was strictly forbidden, of course, but he took the chance and I have to say, I

had some wonderful adventures with him. Our regret is that we never took a photo of him with any of his lorries, especially 915 (my favourite). But, such is life. I miss him terribly. Both my brother Mick and I worked at Hope works, which is still referred to locally as 'Earles'. My brother was a welder and I was on the packing plant, filling the bags and loading the lorries.

I left after a couple of years to pursue pastures new, but Mick stayed on for 20-odd years, before he too took redundancy.

Of course, today, the fleet has gone and the works is a shadow of its former self run by a much-reduced work force.

**Steve Hill, Sheffield**

*Thanks for sharing some great memories, Steve. I found this picture of an earlier lorry in the Earle's fleet, a Leyland from the late 1920s, if I'm not mistaken, with a draw-bar trailer. I bet you would have liked to go out with your Dad in that...*

## AEC GAZETTE

I have just purchased 'Tanks for Everything' What a great issue, although there is a minor error on page 9. The bottom caption states that the AEC Gazette shown was the 50th anniversary issue. It was not, but was the last issue of the AEC Gazette, after 43 years of publication from 1926 to 1968. However, the company did issue a commemorative 50 year issue for AEC production, in November-December 1962.

When are you putting together a motor show issue of Road Haul Archive? Keep up the great work.

**Robert Riggs, Adelaide, South Australia**

*A Commercial Motor Show issue of the Road Haulage Archive is certainly one of the possibilities for a future issue. We can consider all requests, depending on the availability of sufficient interesting pictures.*

## INFORMATION SOUGHT

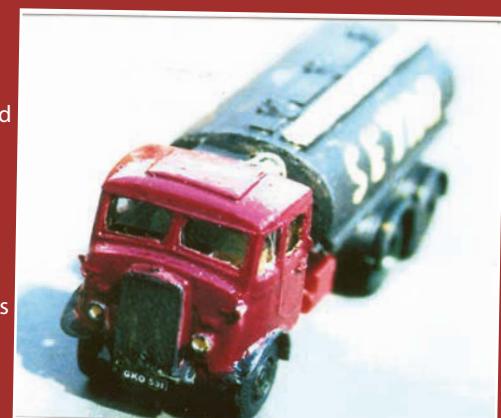
Having read the article 'Tanker Taster' in Vintage Roadscene issue 208, I am prompted to ask if you can help my research into the Johnson Bros, Setar and Roadway Gritters fleets. My late father worked for JBA until 1939, when the company moved from Mill Hall, Aylesford to Vale Road, Tonbridge.

He worked for the company for many years and I am in possession of a copy of his fleet list, from which, over the years, I have been replicating the fleet in 1/76 scale. However, I am not able to locate a copy of the motif that all the tanker, both Setar and JBA, carried on the front of the cab, either side of the radiator. It was JBA in a roundel, with Ltd below.

Enclosed is a photo of one of my models of a bulk tanker, 1941 Leyland Hippo, GKO 531, fleet no 24. I believe the chassis is still around somewhere in Kent, still with the Vale Road, Tonbridge address on the cab door. Although it has, I believe, fleet no 6 on the cab, the fleet list has it as no 26, with no 6 being an International artic bulk tanker.

If anyone is able to help, it would be very much appreciated and any reasonable costs would be honoured.

**Richard Digby, Thame, Oxfordshire (born in Larkfield, Kent, 1938)**



## FODEN MEMORIES

A recent sequence of events saw me calling at Pearson's Transport at Aldermans Green, Coventry, to see how John Pearson was keeping after his horrendous head-on crash on the A5 near Weedon. (He arrived at Glyn's event at Jack's Cafe in the Hoveringham Foden, so it seems all is well, thankfully – Ed)

John's loaded Foden Haulmaster eight-wheeler was heading for Milton Keynes, when an elderly lady, believed by the police to have died at the wheel, hit him at a speed of 80 mph, so hard it pushed the second front axle off its mounting and pushed the 32-tonner across the white line straight into the path of one of Sileby's identical tippers, loaded with sand. Both drivers were taken to the emergency trauma hospital at Walgrave, Coventry by air ambulance. John had to return there for another operation on his left shoulder, because he could not lift his arm.

However, he asked if you could include a tribute to Keith Womack,



whose funeral was carried out by Vintage Funeral's Leyland Beaver in Sheffield. (See the obituary on the next page – Ed.) John gave me copies of two photographs with reference to Keith, who worked for Armitage Bricks, driving a Foden eight-wheeled dropside, 6666 WU, with a four-wheeled trailer. These were both loaded five days a week, from Sheffield to Southampton sewage works, with no motorways in those days. The Foden was powered by a Gardner 150, with a 12-speed gearbox and 5.25 axle ratio, grossing at 32 tons.

Keith also worked for a long time for F Crowther & Son of Wakefield, who I believe worked on contract to Armitage Bricks. The company's Foden eight-wheeler, WHL 94, is also shown. Keith later drove his friend John Pearson's restored FG6, RRT 427 and DG four-wheeler to rallies.

**Glen McBurnie, Rugby**

## REGISTRATION'S ORIGINS?

How I look forward to the middle of the month. One of the reasons is that is the time when 'Ernie' might tell me I've had a little luck, but more importantly – and regularly – my latest issue of Vintage Roadscene drops through the door. Splendid magazine and I will always savour it as long as you keep publishing.

I am looking for a bit of help. My brother bought the registration plate 76 BEN, to put on his Mondeo Estate (sad man?) and would love to know what vehicle it was originally issued for.

Do you have any record of it or do you know how he could find out? We eagerly await your reply. Keep up the great work folks!

**Tom Hewitt, Nuneaton**

*More important than hearing from 'Ernie', eh? Well, as you say, we are probably more regular.*

*Sorry to disappoint you, but according to Len Newall's registrations 'bible', the 'EN' letters, which were issued by Bury County Borough Council, were only used up to VEN xxx, in 1964, and were followed by numbers with a 'B' suffix in September of that year, so 'reversed registrations' like your brother's were never originally issued. His must have come from the DVLA, which makes some money from selling those which make up a name like this.*

*You could contact Bury Corporation, which might just still hold records of registrations, just to make sure, but this would be a pretty long shot...*

## MORE ON BAT CRUISERS

I have found a photo of a pantechicon van body built on a Cruiser chassis. It carries a 1930 Bristol registration and delivered bed settees and so on for the Kingswood Bristol furniture makers, C Newth & Sons, from their Avondale Factory.

The company's trade names included 'Divanette' & 'Rest-U-Well'. In 1946 A new Guy for the company is seen under construction at the Guy works in 1946 in the second view.

**Allan Bedford, Crediton**



## KEITH WOMACK (1947-2017)

Vintage Roadscene reader, Keith Womack, was taken on his final journey to Wakefield Crematorium on Vintage Lorry Funerals' 1950 Leyland Beaver.

Keith was born in Bottomboat, Stanley, the youngest of three children and was a lad who never kept still. Aged six, Keith disappeared for a day and his family were concerned, as no one knew where he had gone. However, Keith walked through the door in the early evening, telling everyone that he had jumped into a wagon going to Rochdale and back and this started his obsession with a life on the road.

He left school as a 15 year old and Keith's first job was for Dunbrik in Stanley, making concrete blocks and chimney flues. Keith then progressed initially being a 'trailer boy' and then becoming a lorry driver for George Armitage from the Lofthouse Gate Brickworks using a S20 Foden eight-wheeler and draw-bar trailer. It was hard work driving down to Southampton where the blue bricks were used to build the sewage works as the bricks all had to be off-loaded by hand and then stacked neatly.



## CARMICHAEL'S NEAR WINNERS

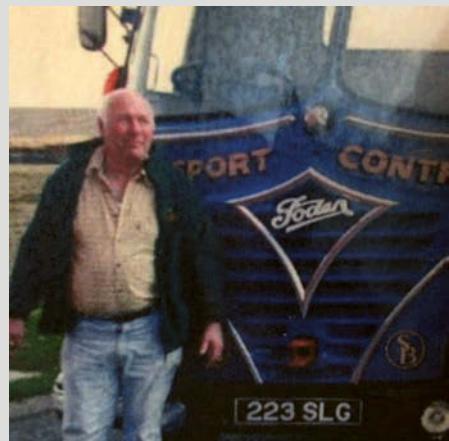
I enjoyed reading Ron Henderson's excellent article on post-war Albion Fire Engines. I myself in 1975 drove Carmichael's Fire Chief. This lightweight Albion-chassied vehicle was a fairly lively vehicle, and was pleasant enough to drive and operate. It could achieve 0-40 mph in 24 seconds, a respectable performance from its Leyland 400 engine. Ironically, this figure was only achieved thirty years later by Volvo's FL6 appliance with auto gearbox.

Carmichael's next diesel-engined venture was on an S & D chassis. This was altogether a game-changing vehicle. It was powered by a V8 Cummins engine with 202 bhp and, running at a similar weight of 8 tons loaded, gave a startling performance of 0-40 mph in 17 seconds, as well as an 80 mph top speed. Unfortunately, it did not sell in any great number. Both these vehicles were brave attempts by a small British company to enter the emerging diesel-engined market. The latter was only ever surpassed by the Dennis Rapier appliance. This would indeed be worthy of an article in its own right.

**E R Hughes, Tomintoul**

Keith worked for BRS in the 1970s and was involved in moving Kirkstall axles to Thornycroft at Basingstoke. He then worked for E Green & Son in Wakefield delivering steel pipes for ERW Tubes. Around this time Keith relocated to Bulkington, near Coventry, and drove an ERF for Frederick Allen on general haulage. He then went to work for Eddie Stobart in Crick, which proved to be Keith's last full time job, when an accident at work forced him to retire at 59 years old.

While based in Bulkington, Keith became friends with John Pearson and helped him to prepare Pearson's vintage fleet for road runs. In time Keith would take a S21 Foden with a Mickey Mouse Cab on the North of England Road Run for three years. Fodens



were Keith's favourite lorry and while driving a Scammell for BRS he managed to fix a Foden badge onto the grille.

He moved back to Wakefield towards the end of his life, to be closer to his family, however, he still liked being on the roads, now using buses for day trips to locations such as Grassington or Holmfirth, taking his flask and sandwiches with him.

Keith's biggest interest was joking with his family, but sadly he passed away on February 25th, and is deeply missed by his children Andrea, Alison, Keith and Andrew, 16 grandchildren and 7 great grandchildren.

Eric F Box, Funeral Director in Dewsbury, provided David Hall, who owns the 1950 Leyland Beaver, with Keith's daughter Alison's contact details. Her initial thoughts were that a Yorkshire flag should be draped over the coffin and two sprays positioned either side, the same layout as a hearse. David explained that the flag would be more visible on the headboard, demonstrating this with a sketch and he also provided the facility to enlarge a picture of Keith and incorporate this within the design.

If you would like to know more about the activities of the 1950 Leyland Beaver then visit [www.vintagelorryfunerals.co.uk](http://www.vintagelorryfunerals.co.uk) or ring 01225 865346



## HALL & CO MEMORIES

I've seen mention in recent issues of Vintage Roadscene's 'Scene & Heard' of workshop scenes, in particular the Hall & Co Salfords Depot, and thought the following may be of interest.

As a young teenager in 1961-2, I followed the Hall & Co fleet and visited the company's workshops in Salford, Surrey. On one particular occasion, I went with my younger brother and was surprised to see that, having recently taken over Ham River, the company had several new Bedford TKs and Albions in Ham River grey, with traditional Hall & Co fleet numbers. One Albion 'Surecrete' mixer was in Hall's red, with reversible slip plates on the front and



sides showing 'Hall & Co' or 'Ham River'.

I still have a few photos I took at the time, which may be of interest. We went into the reception and asked if we could look around the yard. A very nice suited gent came out and showed us around the workshop, took my brother for a ride around the yard in a new AEC Mammoth Major chassis/cab and was quite happy for us to wander around the whole yard taking notes of the vehicles.

**Geoff Heels, Ashtead.**

*We will be publishing an article about working at the Hall & Co workshops in the 1960s, which we will be publishing as soon as we have collected together some pictures to go with it.*



## WAITROSE HISTORY

I've recently started volunteering for the John Lewis Partnership Heritage Centre, primarily to record my lifetime career on the Waitrose Memory Store website.

I also have an interest in early acquisitions by Waitrose from the 1940s through to the 1960s, particularly the vans and lorries used by the companies detailed below, of which there is little on file to date.

So do any readers of VRS have photos of vehicles working for the following grocery businesses: Bees & Tees, of Harrow; Kinghams, of Watford & Herts; Schofield & Martin, of Southend and Essex; Hofland Creameries and Hofland Supplies, in the West London area?

Vintage Roadscene is a great resource (and a great read) and I'm sure some readers may have a few photos squirrelled away and any contributions will, of course, be attributed to you as the source on the Waitrose Memory Store website.

You can reach me on terry\_hammond1@yahoo.co.uk or via the editor if you can help.

**Terry Hammond, Southampton**

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# What is it?



**F**ollowing on from our mystery Bedford TK last month, for which we hope to have the definitive answer next time, here's another unusual vehicle to identify. There's something interesting in this picture from one of the series we've used in this month's 'Scenes Past'. No, not the Maudslay Mustang 'Chinese Six' – although that's interesting enough in itself.

After Associated Commercial Vehicles added Crossley and Maudslay to the AEC fold, a certain amount of 'badge-engineering' was indulged in, notably to get extra space at the commercial vehicle shows. The twin-steer Mustang was an actual Maudslay product, albeit using plenty of parts from AEC. Girling had quite a mixed fleet, with some out of the ordinary types. This twin-steer rigid would have been ideal for the company to use with a draw-bar trailer. And who knows, perhaps the vehicle was fitted with some type of experimental equipment, as was hinted at in the original article from Commercial Motor.

The lorry was being loaded with lots of what look like lorry brake assemblies, loose in the fixed-sided body. There are also products tied up in old 'Tide' and 'Rinso' cardboard boxes and wooden crates. We can also see a spare wheel in the rear corner of the body. Perhaps this was for the draw-bar trailer, which was fitted with smaller wheels.

It's the vehicle glimpsed behind the Mustang in this picture which intrigues me. The registration, GVP 334, was issued in Birmingham in 1944, so this was a wartime vehicle, and that's a very angular, austere-looking cab. The original CM article mentions two 6 ton Leylands in the mixed Girling fleet. There's a picture of a pre-war Cub in the Scenes Past feature, so is this the other Leyland?



It has the look of the military Retriever, but that was a six-wheeler, with a civilian capacity of more like 10 tons. Was this an experimental vehicle, before the 'Interim Beaver', put together by Leyland in the last months of the war, using available parts, and placed in the Lucas/Girling fleet for evaluation, which stayed put into the 1950s?

I'm sure readers, especially Leyland enthusiasts, will have their own ideas about the 'provenance' of this lorry. It's a pity the CM photographer didn't take another picture featuring this one on its own... (CHC abe964)

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